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DIESEL POWER CHALLENGE 2016

DIESEL POWER

April 2016 Dieselpowermag.com

The World's Largest Diesel Magazine

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TEN THE ENTHUSIAST NETWORK

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BEAUTIFUL DREAM
APRIL 2016 VOL. 12, NO. 4

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The washable and reusable pleated and oiled cotton gauze filtration medium runs up to 50,000 miles between cleanings, depending on highway conditions. 10-year / 1,000,000 Mile Warranty. Installs in minutes.

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†Estimated horsepower and torque gains based on specific or similar vehicle dynamometer tests. Results will vary. For more information, look up vehicle and/or testing protocols at knfilters.com. *57 Series Intakes are 50-State Legal. Intake systems beginning with 63/69/77/RK are street legal in most states. Some of these parts are not legal for use on certain vehicles in California, or other states adopting CA emission standards. Visit us online for CARB status on each part for a specific vehicle.

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- Engineered to outperform stock intakes and tested to the ISO 5011 Filtration Standard.
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* Silicone rubber not available on all S&B kits. See individual product pages for details.

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Power Programmers are not legal for sale or use on pollution-controlled vehicles in the State of California or states that use the CARB emissions standard.

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IMPROVE THROTTLE RESPONSE AND HORSEPOWER AT ALL RPMS!

aFe POWER



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A clear high-impact polycarbonate sight glass allows visual inspection of the fuel entering into the system.



HELICAL SPUR GEARS

To ensure the quietest operation possible, the DFS780 uses Helical Bronze Spur Gears versus straight cut gears.



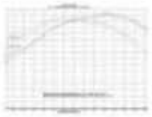
FUEL FILTER & WATER SEPARATOR

The DFS780 uses a high efficiency fuel filter that connects to a clear water separation bowl. While the fuel filter is removing contaminants, the water separation bowl allows for visual inspection of the collected water and provides ease of draining using the removable cap.



DIRECT BOLT ON

The DFS780 is made specifically for each vehicle. It comes complete with all hardware, brackets, fuel lines and wire harnesses, allowing a simple installation. No cutting or drilling of the vehicle, and the installation is completely reversible.



DYNO TESTING

In addition to cleaning contaminants and removing air/vapor from the fuel, the DFS780 provides significant increases in both horsepower and torque.

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BAK REVOLVER X2 TONNEAU COVER

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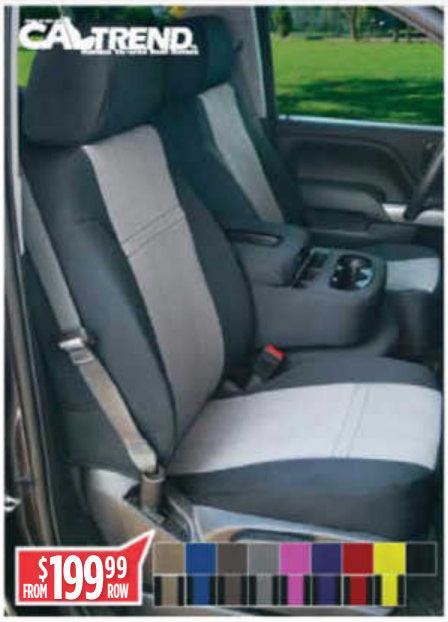
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These came to me in less than a week after ordering. Installation took around 40 mins and they look outstanding on my truck. So much better than the 3-inch round bars normally seen in this price range." - Steve A. (Spring Creek, NV)

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- Installs in minutes – NO DRILLING required!
- Security and protection from the elements
- Aluminum frame with tear-resistant double sided marine-grade vinyl
- Industry leading 10 year warranty on vinyl, lifetime on frame

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Armed with eight split spokes, big burly accent bolts and a bevy of boss finish options, Ballistic Jester Wheels will leave onlookers drooling, whether you're cruising the strip or carving trails in the backcountry.

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YOU decide who gets to compete in **Diesel Power Challenge XII**

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ON THE COVER:

This month's main cover photo—of David Cox's beautiful, 850hp '08 Ford F-350—is brought to you by freelance contributor **Jason "Park it Hard!" Sands**. Jason certainly lived up to his nickname by masterfully positioning DC's tastefully appointed project truck for the shot that leads off this issue.

TORQUE

40 1.0L Kohler KDW1003 Diesel Engine
Side-by-side off-roading is more fun with the '15 Polaris Ranger



FIRST DRIVE: '15 AEV Prospector Ram 2500

Somehow, this smooth-riding ¾-ton off-road rig feels like a stock truck



DIESEL TECH

114 Power Lifter
BD's Flow-Max lift pump gives modified 6.4L Ford diesels the fuel needed for big power and low EGT

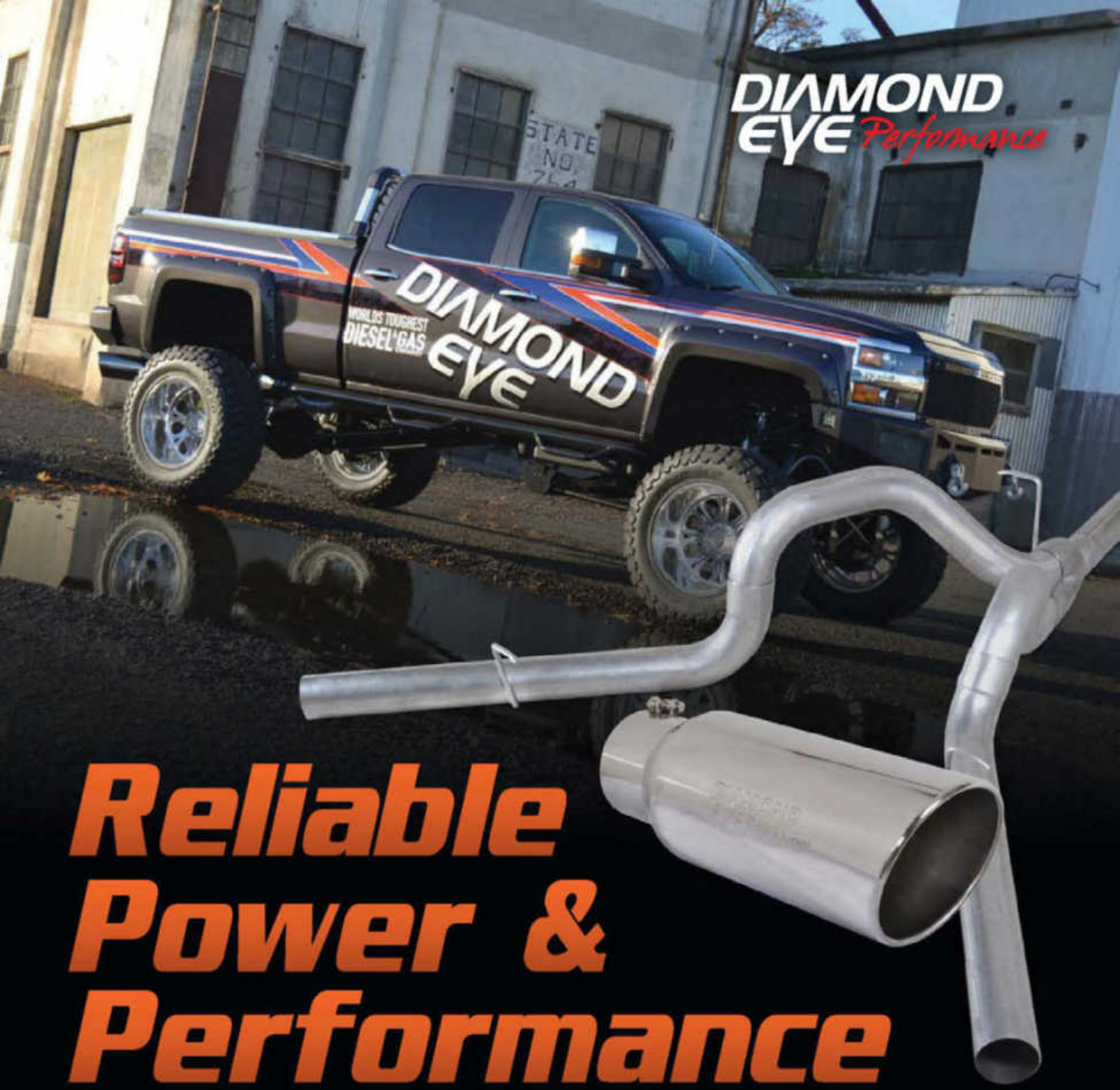
126 The Shield
Protecting a Chevy DEF tank with a steel skidplate

136 The Anatomy of a Sled Puller
Inside Rob Wright's ultra-competitive 1,300hp '95 Dodge Ram 2500









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2011-2015 2500/3500 3" Kit Shown

Ford F250/F350 4" & 6" Radius Arm Systems Available!

2011-2016 F250/F350 Kit Shown

CUMMINS

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2"	Leveling Kit	$99.99
1"	Budget Boost Kit	$69.99

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4"	w/shocks	$799.96
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1"	Budget Boost Kit	$69.99

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Particulate MATTERS

KJ JONES
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Coming to Terms

I'LL TELL YOU what: Days and months really seem to fly by. It's late December now, and "it's Christmastime in the city." The way I see it, and for all intents and purposes, the year 2015 is done. While folks who prefer the printed version of *Diesel Power* are reading this message in 2016—several months after I composed it—I'm sure those of you who are seeing it online, in "real time" made possible by trucktrend.com, can relate to my feelings about how quickly time passes. For folks who read the mag, and the diesel owners and enthusiasts who check us out on the web, my wish is for everyone to experience nothing but the best of health and prosperity in the new year.

This Particulate Matters is inspired by the importance of "saying the right thing." While our staff participates in a multilevel review process that all *Diesel Power* content goes through, ultimately making sure our messages are accurate and presented well is my responsibility.

It's no secret that words and phrases about high-performance diesel pickup trucks, cars, engines, and parts are the magazine's primary elements. My concern is that when writing shortcuts are taken, messages are not always clear to everyone reading our articles. So, it's critical that we try and always use the correct terms when discussing diesel topics to ensure the messages are understood by all, from seasoned veterans to newcomers to the hobby and *Diesel Power*.

The challenge we face when trying to do this is having to find a happy medium between using full and correct terminology—like saying, "Dan's blue '07 Ford F-350, or Chevrolet Silverado 2500HD, or Dodge Ram 2500"—and publishing "diesel guy" vernacular (such as simply calling Dan's rig a "blue '07 Power Stroke, Duramax, or Cummins." Yes, I acknowledge that talking about or naming trucks only by their engines is common practice for many hard-core enthusiasts (and I admit I'm guilty of occasionally doing it, too), however, taking such shortcuts with our print and web content is incorrect. That's just one example. There are many, many others, such as not providing the complete names of aftermarket companies, shops, and so on, or writing about parts from an "everybody knows this" perspective.

On the other hand, though, I know there certainly are words, or popular phrases in diesel life, that we can and should include in our reports. The Enthusiast Network, our parent company, uses an editorial style guide that lists accepted abbreviations and slangs and defines various terms that apply to automotive and truck performance. The style guide basically gives editors a structure to adhere to, which is designed to ensure content is presented in a consistent and accurate manner across the company's many publications.

The irony, if you will, is that this style guide, while very good as a global reference tool, is lacking when it comes to some of the specifics in our niche segment of performance. So, while I know and agree there is diesel-specific jargon that we can, and in some select cases, do use, we've got to stick to the style-guide script for now, and then gradually, *accurately* work the popular, non-style-guide language into our messages.

About a year ago, someone told me that the articles in *Diesel Power* seem "more professional" than they have in the past. I've accepted the comment as a compliment (well, I hope it was intended to be a compliment), and I appreciate our team's conscientious effort to meet not only our company's and my lofty standards as editor, but also your expectations of being able to read an informative and *well-written* magazine. DP

Kaje



Looking at this picture, I see John Muldoon's '07 Dodge Ram 2500—a diesel pickup powered by a 5.9L Cummins engine (yes, it's a badass). How many of you just see John's '07 Cummins? Terms of endearment, indeed!

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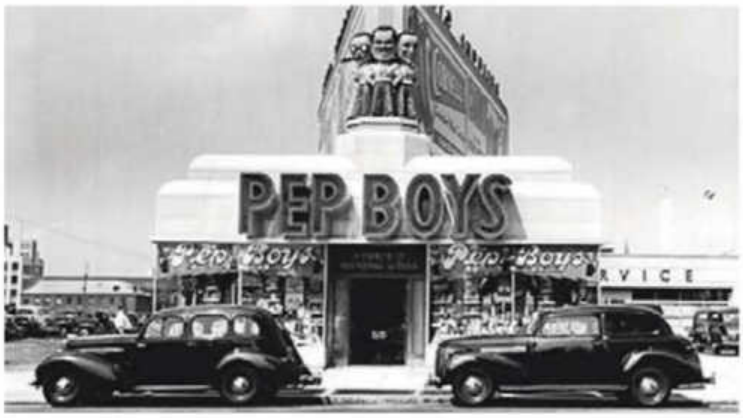
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PHRASE YOU SHOULD KNOW:

DEFEAT DEVICE

THE EPA'S SECOND Notice of Violation (of the Clear Air Act) alleges that "Volkswagen developed and installed a defeat device in certain '14-to-'16 VW, Audi, and Porsche light-duty diesel vehicles equipped with 3.0L engines that increases emissions of nitrogen oxide (NOx) up to nine times [the] EPA's standard. The vehicles covered by the NOV are diesel versions of: the '14 VW Touareg, '15 Porsche Cayenne, and the '16 Audi A6 Quattro, A7 Quattro, A8, A8L, and Q5." So, what's a defeat device? VW's software features auxiliary emissions control devices (AECD), and that's what the automaker allegedly kept a secret. In the eyes of the EPA, "an AECD designed to circumvent emissions tests is a defeat device."



NO PEP BOYS FOR BRIDGESTONE

On October 26, 2015, Bridgestone announced that it had entered a merger agreement with Pep Boys in a deal worth $835 million. Gary Garfield, the CEO and president of Bridgestone, even announced, "Bridgestone and Pep Boys are two leading companies that share a proud heritage in the American automotive services industry," touting the two companies' expertise. Cut to December 29, 2015: Bridgestone announced it "will not present a counter offer to acquire The Pep Boys—Manny, Moe & Jack." What happened? Investor Carl Icahn put in a bid to buy the Boys for approximately $1.03 billion. In 2015, Icahn also bought Auto Plus.

"The simple answer to that is to say we won't allow diesel vehicles into the zone."

— **Stephen Knight of the Liberal Democrats** on the London Assembly on demanding a ban of diesel vehicles in London due to the VW emissions issues and worries of the vehicles being polluters

Rumor of the Moment: Ram is considering building a fullsize SUV based on its pickup truck?

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BENTLEY DIESEL GETS TESTED

Expect the Bentayga crossover from Bentley to have an electrically boosted turbocharger mated with a diesel engine. It's the same e-charging technology that's coming soon for Audi turbodiesels. The Bentayga will have a 48-volt electric system. The gas model arrives in the U.S. in early 2016.

IS DIESEL EXHAUST AFFECTING HONEYBEES AND FLOWER SCENTS?

The *Journal of Chemical Ecology* published a study from the Universities of Southampton and Reading in the UK that looked at how diesel exhaust could be tweaking honeybee operations. "In this study, we exposed eight of the most common floral volatiles to diesel exhaust in order to investigate whether it can affect volatile mediated plant-pollinator interaction"—as in, could the bees still recognize them? The survey says? The chemically reactive fraction of diesel exhaust gas was identified as capable of causing degradation of floral volatiles. However, this is not sourced as the main reason for a reduction in bee population.



PHOTOGRAPHY: STEPHEN AUSMUS/USDA



PHOTOGRAPHY: GM

"No way. The Cruze diesel is too good not to do it."

—Mark Reuss, GM's executive VP, speaking to the press, according to Autoblog.com; the context is, there are no plans to dump Chevrolet's diesel-powered car, despite an overall concern in the air about diesels

FORD AND NISSAN SCORE BIG IN TEXAS

The Texas Auto Writers Association crowns the "...of Texas" award annually at the Texas Truck Rodeo, and for 2015, the headliners were the '16 Nissan Titan XD as Truck of Texas, and Ford, which scored both SUV of Texas ('16 Explorer) and Truck Line of Texas. Jeep also saw wins. Doing well but not winning their categories were the Chevrolet Colorado diesel for Midsize Pickup and the Ram 1500 Limited EcoDiesel for Luxury Pickup. Diesels dominated the Best Powertrain awards, with the Nissan Cummins 5.0L V-8 winning, and GM's 2.8L I-4 Duramax and Ram 3.0L EcoDiesel V-6 landing in the top five.



MIT, HARVARD STUDY PREDICTS VW-RELATED DEATHS

A study done by researchers at Massachusetts Institute of Technology and Harvard University is pointing a finger at the software Volkswagen used to get around emissions standards for "directly contributing to 60 premature deaths across the country." The study was published in *Environmental Research Letters* and also states that if the automaker recalls every affected vehicle by the end of 2016, more than 130 additional early deaths could be avoided.



The excess emissions were also pre-blamed for 31 cases of chronic bronchitis and 34 hospital admissions for respiratory and cardiac incidents. And, the additional pollution will equate to $450 million in health expenses and other costs. Again, these numbers are all subject to change if vehicles are recalled by the end of 2016, the study reports.

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HOTTEST TRUCKS AND PRODUCTS OF 2016

Each year at the SEMA show, there are a couple of unique awards handed out by the organization: Hottest Car and Hottest Truck—nods to the most popular vehicles trending as the best platforms for accessorizing. In that regard, the Ford F-series won Hottest Truck at the 2015 show. SEMA also names what it thinks are the best new products for the upcoming year, and Aeromotive's Diesel Lift Pump was a finalist for Best Engineered New Product. The company says its system has consistent flow and the most stable fuel pressure in the industry.





For Best New Performance Street Product, the winner was AFE's DFS780 Series Diesel Fuel System, which is designed to improve throttle response and horsepower, plus work with the factory filter for cleaner fuel.

Rumor of the Moment: Contrary to earlier speculation, Jeep's future diesel pickup may not be Wrangler-based but instead could be a totally new standalone model.



"We are fully aligned with the need to better measure the emissions of nitrogen oxides (NOx) from diesel cars and vans under normal driving conditions. However, it is important to proceed in a way which allows manufacturers to plan and implement the necessary changes, without jeopardizing the role of diesel as one of the key pillars for fulfilling future CO_2 targets."

—**Erik Jonnaert,** Secretary General of the European Automobile Manufacturers' Association



DIESEL BITS DIESEL BITS DIESEL BITS DIESEL BITS

Audi has been recognized as a "leader" in autonomous driving by Navigant Research. The acknowledgement pairs the automaker with the likes of Daimler, BMW, and GM, and this is largely due to some of its unique technology, such as side assist and Pre Sense. And also because an A7 went mostly hands-free during a 560-mile testdrive.

Nissan claims its net income for the first half of fiscal year 2015 was $2.7 billion.

Carmd.com *now has a mobile version of its Vehicle Health System. The Bluetooth-enabled scan tool plugs into an OBD II port and allows you to monitor your vehicle's engine vitals and more.*

4 WHEEL PARTS HAS OPENED A STORE AND DISTRIBUTION CENTER IN POST FALLS, IDAHO.

The head of Jeep, Mike Manley, increased his workload. He's now also at the helm of Ram Trucks.

Hankook Tire has a new advertising tagline in the U.S.: "Never Halfway."



GM's sales in the first nine months of 2015? 7.2 million vehicles.





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TREVOR REED
treed@enthusiastnetwork.com

Who Will You Choose for DPC XII?



IT'S THAT TIME again. You, the readers of *Diesel Power*, get to choose who will compete in Diesel Power Challenge 2016, but how are you going to decide?

Will it be based on:

Estimated horsepower and torque?

Number of turbochargers?

Fueling upgrades?

Custom parts?

Build quality?

A combination of all factors?

This year, you'll get to choose the four Ford trucks, three Chevrolet/GMC pickups, and three Rams you want to see battle it out on the dyno, dragstrip, sled pull track, and trailer-tow obstacle course. That's right. You get to pick all 10 contestants for our 12th DPC.

Whether you keep a fleet of Ford diesels in your driveway, have a Ram tattoo, or named your first child "Duramax," you'll be responsible for picking trucks from each of the Big Three. So, to see the best contest possible, make sure to go through all the entries and pick out the toughest competitors—even the ones not on your "team."

This system of letting the readers choose the trucks has worked for more than a decade, and I can't wait to see who the readers choose for DPC XII. There are usually a few surprises that show up in the mail, but once the votes are tallied, it always works out to create a strong and diverse field of contestants. Now, all we need is to hear from all of you—so get busy reading the entries and vote!

Trevor Reed

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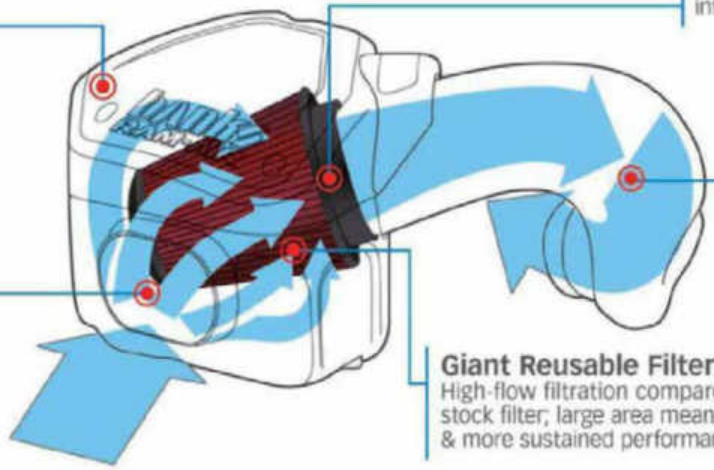
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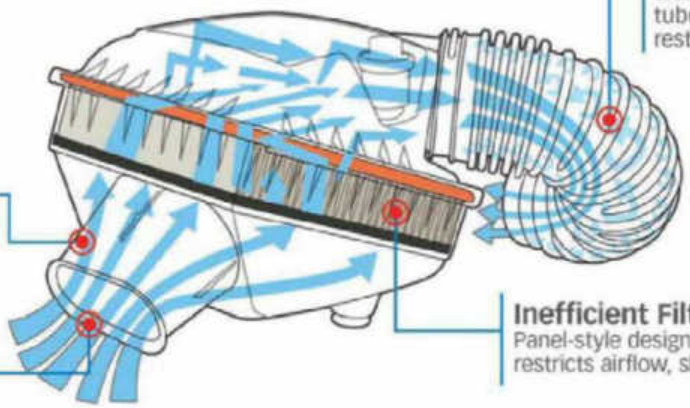
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Intake Tube
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Huge Cold-Air Inlet
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High-flow filtration compared to flat panel stock filter; large area means fewer cleanings & more sustained performance.

STOCK INTAKE



Bellows impede flow
Convoluted tube sidewalls create drag which reduces tube cross-section and restricts airflow.

Weak Collapsing Tube
Factory tube can collapse shut when engine needs high volumes of air causing engine to suffocate.

Restrictive Housing Inlet
Small opening limits airflow; chokes the engine.

Inefficient Filter Design
Panel-style design with minimal filter area restricts airflow, shorter service life.

BOTTOM LINE: Why on earth would anyone pay money for a product that kills power and mileage? **It's all about density — and Banks Ram-Air delivers.**

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Banks Ram-Air shown for '94-02 Dodge 5.9L



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The '15 Polaris Ranger is Armed With a 1.0L Kohler KDW1003 Diesel Engine

SIDE-BY-SIDE OFF-ROADING IS MORE FUN WITH DIESEL POWER



SIDE-BY-SIDE UTVs have exploded in popularity during the past few years, and you can get the '15 Polaris Ranger with a diesel engine that powers all four wheels. While a three-cylinder, 1.0L engine may sound small, the Kohler KDW1003 packs enough punch to tow up to 2,000 pounds or carry a maximum payload of 1,750 pounds. That's more hauling capacity than most gas-powered ½-ton pickups.

Along with work capabilities, both the Ranger and Ranger Crew (which seats up to six people) have a ground clearance of 11.3 inches, which is at least 1.5 inches higher than any ¾-ton diesel pickup currently for sale. That's in addition to 10 inches of wheel travel in both front and rear, provided by fully independent double-wishbone suspension setups with coilover shocks at all four corners. The full-time four-wheel-drive system engages automatically for secure traction during work or fun, and the VersaTrac Turf Mode function allows the driver to completely unlock the rear differential for a better turning radius—and to prevent you from ripping up the grass when your right foot gets heavy.

SPECIFICATIONS

- **ENGINE:** Kohler KDW1003
- **LAYOUT:** I-3
- **DISPLACEMENT:** 1.0L (62.7ci)
- **VALVETRAIN:** SOHC
- **BORE X STROKE:** 3.0 x 3.1 in. (75.0 x 77.6 mm)
- **COMPRESSION RATIO:** 22.8:1
- **POWER:** 24 hp
- **TORQUE:** 47 lb-ft at 2,000 rpm
- **BLOCK MATERIAL:** Cast iron
- **CYLINDER HEAD MATERIAL:** Aluminum
- **INDUCTION:** Naturally aspirated
- **FUELING:** Mechanical indirect injection
- **EMISSIONS:** Tier 4 compliant
- **ENGINE WEIGHT:** 264.5 pounds

WEIGHTS AND CAPACITIES

- **CURB WEIGHT:** 1,690 pounds
- **PAYLOAD CAPACITY:** 1,750 pounds
- **TRAILER TOW RATING:** 2,000 pounds
- **REAR RACK OR BOX CAPACITY:** 1,000 pounds
- **FUEL CAPACITY:** 10 gallons

DRIVETRAIN

- **TRANSMISSION:** Automatic Polaris Variable Transmission (PVT)
- **DRIVE SYSTEM:** Full-time four-wheel drive with unlocked VersaTrac Turf Mode

SUSPENSION

- **FRONT SUSPENSION:** Dual A-arms with coilover shocks and 10.0 inches of travel
- **REAR SUSPENSION:** Dual A-arms with coilover shocks and 10.0 inches of travel

BRAKING

- **BRAKES:** Four-wheel discs, parking brake, and transmission park

TIRES AND WHEELS

- **FRONT:** 26x9-12 Carlisle AT489 tires
- **REAR:** 26x11-12 Carlisle AT489 tires
- **WHEELS:** 12-inch stamped steel

DIMENSIONS

- **WHEELBASE:** 113.0 in.
- **LENGTH:** 148.5 in.
- **WIDTH:** 61.0 in.
- **HEIGHT:** 76.0 in.
- **GROUND CLEARANCE:** 11.3 in.
- **BED LENGTH:** 36.5 in.
- **BED WIDTH:** 54.0 in.
- **BED HEIGHT:** 11.5 in.
- **SEATING CAPACITY:** Up to 6 people



With the assistance of diesel power, the '15 Polaris Ranger (left) is capable of towing up to 2,000 pounds and has a massive maximum payload of 1,750 pounds—that's more than some gas-powered ½-ton trucks! The '15 Polaris Ranger Crew (right) has the seating capacity to take up to six people on four-wheel-drive diesel adventures.

Words by **TREVOR REED** + Photos Courtesy of **KOHLER ENGINES AND POLARIS**



The 1.0L three-cylinder Kohler KDW1003 diesel engine uses tried-and-true technology to power the Polaris Ranger side-by-side UTV. The non-turbocharged, indirect-injection engine has pre-combustion chambers and uses a single overhead camshaft for linear power delivery with minimal noise.

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'15 AEV PROSPECTOR RAM 2500

Words by **TREVOR REED** + Photos by **DREW PHILLIPS & TREVOR REED**



SOMEHOW, THIS ¾-TON OFF-ROAD DIESEL BEAST DRIVES SMOOTH LIKE A STOCK TRUCK

DRIVING A LIFTED diesel truck often means you have to put up with a harsh ride, bad on-road handling, poor steering, reduced braking, and the elimination of the factory traction and stability controls. The founder of American Expedition Vehicles, Dave Harriton, strives to eliminate these deficiencies with the AEV Prospector package for '14-and-up Ram pickups with the 6.7L Cummins diesel engine. By adding on to the work done by the folks at Fiat Chrysler Automobiles, AEV is able to take advantage of the factory engineering for a package that provides the lift needed for serious off-road work while delivering stable and safe performance.

The roots of AEV date back to 1991, when Dave purchased a '91 Jeep Wrangler YJ that he stretched by 21 inches. This vehicle's unique modification (and the off-road performance that resulted from it) led to awards and



The American Expedition Vehicles Prospector package for '14-and-up Ram 2500 and 3500 pickups is a lot more than a "lift kit." Instead of ditching the factory-designed parts that took thousands of hours (and millions of dollars) to develop, AEV takes advantage of this engineering. Each truck equipped with the DualSport SC Suspension System is designed so that it drives, steers, and rides just as well as a stock truck, even though it's riding on 3 inches of lift above 37-inch off-road tires.


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placements on the floor of the SEMA show, and the rest is history. Since that time, AEV has solidified its place as a company that can transform factory trucks into off-road beasts while maintaining the handling, stability, safety, and comfort of a relatively stock 4x4 that's fresh off the dealer's lot. In fact, you can buy a Ram and have it modified by AEV before you even take delivery.

Dual-Duty Design

The Prospector package is made to suit everyone, from workers who need a lifted truck for remote off-road job sites to the retiree who wants to install a camper shell and travel the world to adventurers who need to tow a boat or fill the bed with motorcycles after a long work week. To unlock optimal off-road use without detracting from the factory performance and safety, the Prospector setup retains a number of suspension parts used on stock trucks.

Since Ram uses different spring packages for almost every variation of the 2500 and 3500 trucks, AEV takes advantage of the science behind those R&D selections. In front, factory radius arms are relocated and a billet aluminum spacer is used to move the axle forward by 1 inch. The stock springs are used along with unique coil spring spacers designed to clock the axle and keep the geometry within the design of the factory alignment, even with the added lift height.



The steering is built to reduce bumpsteer and correct the roll-center height of the front suspension with the use of a drag link, track bar, and a raised track bar tower designed by AEV. Rear coil springs are lifted with 2-inch blocks, and custom Bilstein 5100 shocks are used at all four corners. AEV worked directly with Bilstein to create shocks for the Dual-Sport SC Suspension System that includes digressive valving for comfortable low-speed cruising along with firm performance for towing and high-speed off-road travels.



The AEV Prospector system is available for '14-and-up ¾- and 1-ton Ram trucks with a Cummins diesel or Hemi gas engine. Taking cues from the Jeep Wrangler suspension setups AEV has been producing for years, the Ram Prospector is designed to perform just as well as a stock truck, even though it's riding over 37-inch tires.



AEV RAM PROSPECTOR STANDARD FEATURES:

- AEV PREMIUM FRONT BUMPER
- WARN INDUSTRIES 16,500-POUND WINCH
- FRONT BUMPER LIGHTING
- AEV 3-INCH DUALSPORT SC SUSPENSION
- AEV 17-INCH ALLOY WHEELS
- BFGOODRICH 37-INCH KM2 MUD-TERRAIN TIRES
- BED-MOUNTED FULLSIZE SPARE TIRE
- AEV WINDSHIELD BANNER
- AEV ANTI-GLARE HOOD DECAL
- AEV PROSPECTOR BADGE
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- PAINTED GRILLE AND REAR BUMPER
- BLACK FENDER FLARES
- AEV LOGO HEADRESTS
- AEV BUILD PLAQUE
- AEV PROCAL MODULE

Style and Strength

The AEV Premium Front Bumper is unique because it's made of 3/16-inch stamped steel, which allows for the stylish curved appearance while providing maximum protection from obstacles. It includes tow hooks connected to the frame that are made of nodular cast iron (with a capacity of more than 30,000 pounds) and have a side load rating of 18,000 pounds. The bumper is also equipped with a 16,500-pound winch by Warn Industries and includes spaces for the factory fog lamps, or upgraded lamps by Vision X.

The optional Raised Air Intake (don't

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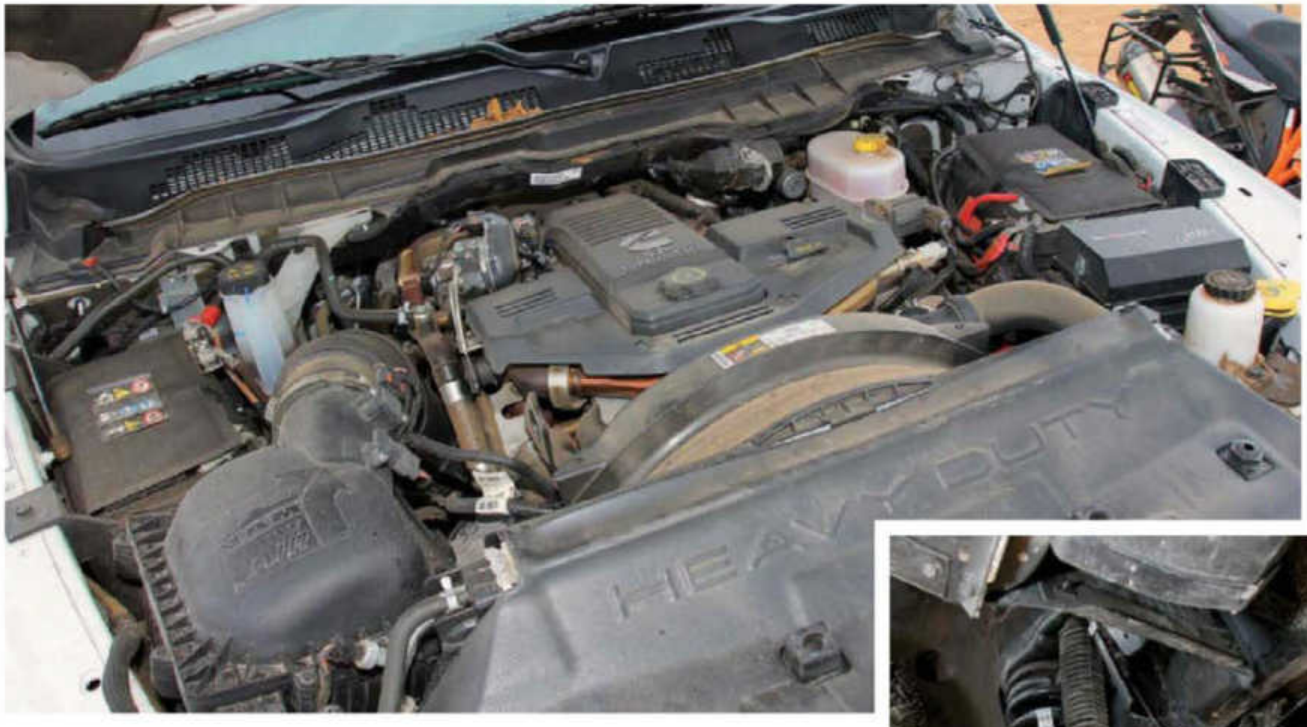
Seven pre-tapped ports



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An AEV ProCal module is the only modification added to the factory's 6.7L Cummins diesel engine. Along with correcting the speedometer for the 37-inch tires, the ProCal allows owners to increase idle speed during winching and recalibrate the tire pressure monitoring system for optimal performance of the stability control system.

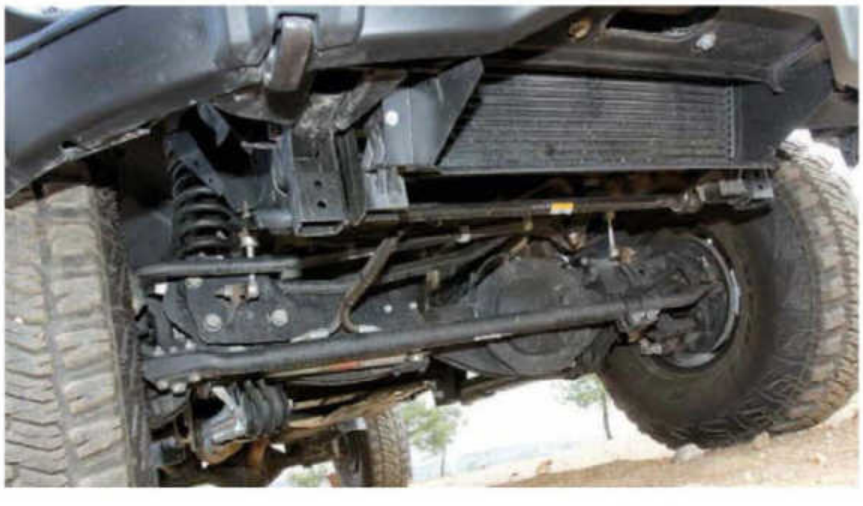
call it a "snorkel") is designed to feed cool and clean air directly to the engine by staying above the level of trail dust (along with keeping the charge dry during water fording). It can be ordered with a cyclonic pre-filter that spins while air is being sucked into the housing to fling dirt and other particles out before they can get into the intake tube. Along with working in trail ride conditions where you're constantly driving through a cloud of dust from the lead trucks, the pre-filter helps keeps the air charge clean during long periods of idling at an active work or camp site.

Off-Road Adventures

Driving the AEV Prospector is much like piloting a stock truck—and that's a compliment. The stable ride is welcome both on- and off-road, and the braking and steering response are excellent even



AEV works closely with Bilstein to build 5100 Series shocks (above) specifically for the DualSport system. The digressive valving used offers good low-speed damping, with stiffness that increases along with the speed of the vehicle. The factory Ram radius arms are repositioned (below) to move the front axle forward by 1 inch for optimal geometry with the suspension lift. This provides a more neutral impact response while allowing for clearance with 37-inch tires.



The front setup for the AEV DualSport SC Suspension System includes custom parts to reduce the body roll, bumpsteer, and roll steer that's found on many suspension lifts. The kit includes a custom drag link, track bar, and a raised track bar tower, along with fins to direct air into the intercooler for the 6.7L Cummins diesel engine.



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with the increased ride height and large tires. The regular cab Ram 2500 flatbed we drove was fitted with a six-speed manual transmission and a 6.7L Cummins with stock programming, along with the standard AEV ProCal module that corrects for the tire size and other functions. The Prospector's ride height was not overwhelming, and it was definitely welcome when we approached obstacles on the trails around the Rowher Flat Off-Highway Vehicle Area in Southern California. The truck was also very comfortable and predictable during tight U-turn maneuvers and street-style driving.

Since a KTM 1190 Adventure R motorcycle was mounted in the bed, we asked our friends at *Dirt Sports + Off-Road* to test out the high-tech traveling bike with a two-cylinder four-stroke engine that makes 148 hp. It uses Bosch MSC (Motorcycle Stability Control) with lean-sensitive traction control and antilock brakes to keep you and the 518-pound bike on the right path. You can see GoPro video of the ride on trucktrend.com.





The DualSport suspension retains the factory springs (left) since Ram trucks have more than 50 different combinations of front and rear coils based on the equipment packages ordered, payload, GVWR, and so on. By using 3-inch cast-aluminum spring relocation spacers, the setup takes full advantage of the factory engineering of the spring rates and frequencies, even with the additional height of the lift. A 1-inch billet aluminum spacer is included (above) with the suspension lift to relocate the front axle for optimal performance of the steering and suspension systems.



The Prospector we drove was equipped with a custom switch gear to operate a front locker, a rear locker, off-road lights, driving lights, reverse lights, and work lights.



The AEV Ram Prospector is available with a raised air intake with a centrifugal pre-filter. Along with providing added height for water fording, the kit is designed to be tall enough to avoid trail dust from lead vehicles. The pre-filter also ensures clean air during extended idling during work in dusty conditions by spinning dirt to the outside of the housing so it can drop free of the intake.



Front fender extensions designed by AEV provide protection from the wide off-road tires and match the styling of the Ram truck and the Premium Front Bumper.



Powered side steps from Amp Research are optional and make it easy to get into the lifted truck, and they tuck away for clearance during off-road adventures.



The Prospector's DualSport SC rear suspension includes 2-inch rear coil spacers, bumpstops, a rear track bar relocation bracket, and sway bar endlinks.

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Words by **TREVOR REED** + Photos **Courtesy of the READERS**

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Thanks to an overwhelming response by Blue Oval owners this year, you'll get to choose your favorite four Ford trucks, along with three from the General Motors team of Chevrolet/GMC, and three Dodge Rams to battle in this competition. You may only vote for each truck once per paper ballot, so pick your favorites from each brand. Sorry, but no photocopies, photos, faxes, emails, or Snapchats of the original form will be accepted.

All voting must be done with an authentic, printed ballot from the magazine and mailed to us at:

Diesel Power Challenge 2016
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There's no limit to the number of ballots you can send in. So choose the trucks you most want to see compete and be sure to get your votes mailed in by Friday, April 8, 2016!

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DIESEL POWER CHALLENGE 2016

VOTE NOW! THE DODGE RAM TRUCKS



1 JUSTIN ANDRES
Medina, North Dakota

VEHICLE: '05 Dodge Ram 2500
ENGINE: 6.7L Cummins I-6 (debored to 6.4L)
POWER/TORQUE: 1,300 hp/2,200 lb-ft
FUEL ECONOMY: 15 to 18 mpg
TURBO(S): Triples—three billet BorgWarner S472s
FUELING: 300-percent-over injectors by S&S Diesel Performance, twin 10mm stroker injection pumps, and AirDog 200-gph lift pump
ELECTRONICS: Mads Electronics Smarty UDC programmer with custom tuning by HP Tuners
INJECTABLES: Nitrous oxide
INTAKE/EXHAUST: Custom cold-air and Banks Power Techni-Cooler intercooler/custom 5-inch
TRANSMISSION: 48RE four-speed automatic with full-billet build, oversized input/output shafts, Powertrain Control Solutions valvebody, and SunCoast Diesel Transmissions triple-disc torque converter
SUSPENSION: Lowered 1.5 inches, Bilstein shocks, and traction bars
TIRES/WHEELS: 325/50R20 Dick Cepek Radial F-C II/20x10 Moto Metal MO975
AXLES: 3.73 gears, Detroit Truetrac limited-slip (front), and stock limited-slip (rear)



2 TIM HOOD
Platteville, Colorado

VEHICLE: '07 Dodge Ram 2500
ENGINE: 5.9L Cummins I-6
POWER/TORQUE: 1,070 hp/1,800 lb-ft
FUEL ECONOMY: 23 mpg
TURBO(S): Duals—63mm and 84mm
FUELING: 150-perecent-over injectors by Exergy Performance, Rockin' S dual CP3 injection pumps, and dual lift pumps
ELECTRONICS: EFILive programmer
INJECTABLES: Snow Performance water-methanol
INTAKE/EXHAUST: AFE cold-air/custom
TRANSMISSION: 47RFE four-speed automatic with billet input/output shafts, and Precision Industries torque converter
SUSPENSION: 3-inch lift and Bilstein shocks
TIRES/WHEELS: 325/60R18 Nitto Terra Grappler/18-inch aluminum
AXLES: 3.73 gears


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DIESEL POWER CHALLENGE 2016

VOTE NOW! THE DODGE RAM TRUCKS



3 LEVI KRECH
Gillette, Wyoming

VEHICLE: '02 Dodge Ram 2500
ENGINE: 5.9L Cummins I-6
POWER/TORQUE: 750 hp/1,700 lb-ft
FUEL ECONOMY: 18 to 22 mpg
TURBO(S): Duals—Industrial Injection PhatShaft 62 and BorgWarner S480
FUELING: 7x0.014 Cummins Performance Parts injectors, custom injection pump, and AirDog II-4G 165-gph lift pump
ELECTRONICS: Edge Products Drag Comp programmer and Mads Electronics Smarty programmer
INJECTABLES: Snow Performance water-methanol
INTAKE/EXHAUST: Custom cold-air and Spearco intercooler/Diamond Eye Performance 5-inch
TRANSMISSION: NV4500 five-speed manual, billet input shaft, and South Bend Clutch DD3250 dual-disc clutch
SUSPENSION: Stock with Bilstein shocks
TIRES/WHEELS: 305/45R22 Nitto NT420S/22x12 Fuel Nutz D541
AXLES: 3.54 gears



4 RAY McCLELLAND
New Castle, Pennsylvania

VEHICLE: '07 Dodge Ram 2500
ENGINE: 6.7L Cummins I-6 (debored 6.4L)
POWER/TORQUE: 1,525 hp/3,300 lb-ft
FUEL ECONOMY: 19 mpg
TURBO(S): Duals—Comp Turbo Technology 72mm and 94mm
FUELING: 300-percent-over injectors by Exergy Performance, dual 10mm stroker CP3 injection pumps, and Fuelab 200-gph lift pump
ELECTRONICS: EFILive programmer with tuning by FTK
INJECTABLES: Two-stage progressive nitrous oxide
INTAKE/EXHAUST: Custom 5-inch cold-air and Mishimoto intercooler/custom 5-inch
TRANSMISSION: 48RE four-speed automatic with Firepunk Diesel Comp 3 build, and Diesel Performance Converters torque converter
SUSPENSION: 3-inch suspension lift, Fox Racing shocks, and FTK HD traction bars
TIRES/WHEELS: 35x13.50R20 Pro Comp A/T Sport/20x12 Fuel Nutz
AXLES: 3.73 gears and Detroit Truetrac limited-slip (rear)



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5 CI NOBLE
De Graff, Ohio

VEHICLE: '97 Dodge Ram 2500
ENGINE: 5.9L Cummins I-6
POWER/TORQUE: 1,020 hp/1,740 lb-ft
FUEL ECONOMY: 17 to 18 mpg
TURBO(S): Triples—two BorgWarner S369XEs and one S485
FUELING: 5x0.020 dual-feed injectors and a P-pump
ELECTRONICS: N/A
INJECTABLES: Water-methanol
INTAKE/EXHAUST: Banks Ram-Air intake and BD Diesel Performance intercooler/single stack
TRANSMISSION: 48RE four-speed automatic transmission fully built by Noble's Performance Diesel, and Diesel Performance Converters torque converter
SUSPENSION: Lowered 4 inches
TIRES/WHEELS: 305/50R20 Hercules Terra Trac A/T/20x10 Helo HE791 Maxx
AXLES: 4.10 gears and an electronic Eaton ELocker (front)



6 JAKE PATTERSON
Olaton, Kentucky

VEHICLE: '06 Dodge Ram 2500
ENGINE: 5.9L Cummins I-6
POWER/TORQUE: 895 hp/1,657 lb-ft
FUEL ECONOMY: 17 mpg
TURBO(S): Single—BorgWarner S467.7 FMW
FUELING: 180hp injector nozzles, Industrial Injection Dual Fueler kit with dual CP3 injection pumps, and AirDog II-4G lift pump
ELECTRONICS: EFILive programmer with CSP5 and tuning by Fleece Performance
INJECTABLES: AEM water-methanol
INTAKE/EXHAUST: Custom 5-inch with AFE Power dry-air filter and reinforced air-to-air intercooler/Silverline 5-inch
TRANSMISSION: 48RE four-speed automatic built by Westerfield's Countryside Transmission, TCS Performance Products billet shafts, SunCoast Diesel Transmissions valvebody and flexplate, Raybestos clutches, and Diesel Performance Converters triple-disc torque converter
SUSPENSION: Leveled suspension, Fox Racing remote-reservoir shocks in front, and custom traction bars
TIRES/WHEELS: 305/50R20 Toyo Proxes S/T/20x12 Ion Alloy
AXLES: 3.73 gears

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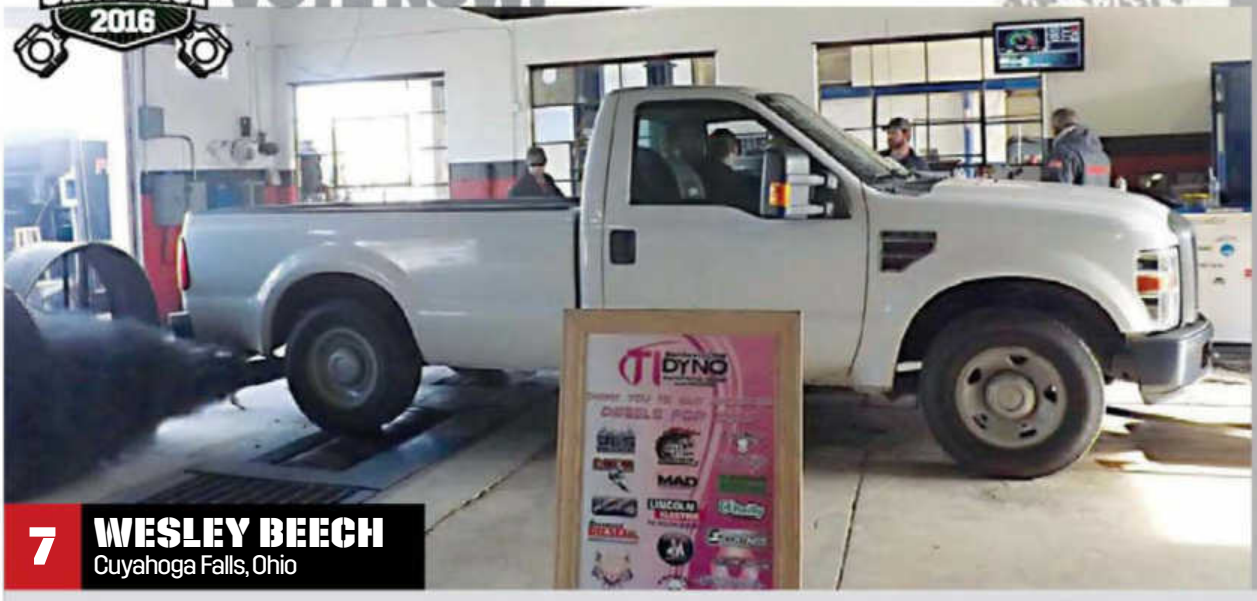

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7 WESLEY BEECH
Cuyahoga Falls, Ohio

VEHICLE: '08 Ford F-250
ENGINE: 6.4L Power Stroke V-8
POWER/TORQUE: 1,200 hp/2,400 lb-ft
FUEL ECONOMY: 18 to 22 mpg
TURBO(S): Duals—BD Diesel Performance BorgWarner S472 and S588
FUELING: 150-percent-over injectors, Beech Performance dual K16 injection pumps, Beech Performance low-pressure fuel system, fuel bowl delete, and Aeromotive Eliminator fuel pump
ELECTRONICS: H&S Performance Mini Maxx programmer with custom tuning by PPEI
INJECTABLES: Snow Performance water-methanol and custom three-stage nitrous oxide
INTAKE/EXHAUST: Beech Performance custom 6-inch, complete manifolds, and No Limit Fabrication intercooler/Beech Performance custom 5-inch to 7-inch stack
TRANSMISSION: 5R110W TorqShift five-speed automatic with Beech Performance Stage 6 build, SunCoast Diesel Transmissions billet flexplate and transmission blanket, and Diesel Performance Converters four-disc torque converter
SUSPENSION: Lowered 3 inches, Flight Fabrication four-link, and traction bars
TIRES/WHEELS: Nitto Terra Grappler/18x12 Fuel Octane
AXLES: 3.73 gears and Yukon Gear & Axle Grizzly locker (rear)



8 DAVID FERGUSON
Centerville, Indiana

VEHICLE: '05 Ford F-350
ENGINE: 6.0L Power Stroke V-8
POWER/TORQUE: 1,200 hp/2,500 lb-ft
FUEL ECONOMY: 18 to 24 mpg
TURBO(S): Duals—BorgWarner S475 and Garrett T18A
FUELING: 300-percent-over injectors, Warren Diesel dual injection pumps, AirDog II-4G lift pump, and Aeromotive A1000 fuel pump
ELECTRONICS: SCT programmer with custom tuning by Jesse Warren
INJECTABLES: Nitrous oxide
INTAKE/EXHAUST: Straight intake and Mishimoto intercooler/custom hood stack
TRANSMISSION: 5R110 TorqShift five-speed automatic with Red Diamond Diesel full-billet Stage 3 build, and Diesel Performance Converters four-disc torque converter
SUSPENSION: Lowered 1 inch with Rancho shocks
TIRES/WHEELS: 305/55R20 Nitto Dune Grappler/20-inch Ion Alloy 171
AXLES: 3.73 gears

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9 TIM JAHN
Jackson, Wisconsin

VEHICLE: '08 Ford F-250
ENGINE: 6.4L Power Stroke V-8
POWER/TORQUE: 1,000 hp/1,650 lb-ft
FUEL ECONOMY: 15 mpg
TURBO(S): Duals—Elite Diesel Engineering Max-Power 66mm and 82mm compound VGT
FUELING: 100-percent-over injectors, dual K16 injection pumps, and Fuelab Velocity 200-gph lift pump
ELECTRONICS: H&S Performance Maxx Calibration Control programmer with custom tuning
INJECTABLES: N/A
INTAKE/EXHAUST: Customized No Limit Fabrication cold-air and Alradco intercooler/MBRP Cool Duals 4-inch
TRANSMISSION: 5R110 TorqShift five-speed automatic with TCS billet internals, Raybestos GPZ clutches, and Diesel Performance Converters four-disc torque converter
SUSPENSION: 10-inch lift, Rize Industries four-link in front, custom three-link in the rear, and King 3.0-inch coilover shocks in front and rear
TIRES/WHEELS: 38x15.50R22 Fuel Mud Gripper M/T/22x10 Fuel Maverick
AXLES: Yukon Gear & Axle 4.30 gears, Grizzly locker (front), and a custom-built Dana 80 with a Detroit Truetrac limited-slip (rear)



10 TRAVIS KOLLER
Germantown, Wisconsin

VEHICLE: '15 Ford F-250
ENGINE: 6.7L Power Stroke V-8
POWER/TORQUE: 525 hp/1,117 lb-ft
FUEL ECONOMY: 17 to 20 mpg
TURBO(S): Single—stock 61mm
FUELING: Stock
ELECTRONICS: SCT programmer
INJECTABLES: None
INTAKE/EXHAUST: Absolute Performance cold-air intake/custom 5-inch
TRANSMISSION: 6R410 TorqShift six-speed automatic
SUSPENSION: Leveled suspension
TIRES/WHEELS: 35x12.50R18 Gladiator/18x10 Moto Metal MO962
AXLES: 3.55 gears and stock welded (rear)

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11 CHARLIE KEETER
Franklin, Virginia

VEHICLE: '04 Ford F-250
ENGINE: 6.0L Power Stroke V-8
POWER/TORQUE: 1,180 hp/1,740 lb-ft
FUEL ECONOMY: 14 mpg
TURBO(S): Triples—two BorgWarner S369SEs and one S468
FUELING: Warren Diesel Hybrid 7mm injectors, Warren Diesel high-pressure oil pump, and Aeromotive A1000 fuel pump
ELECTRONICS: SCT programmer with tuning by Innovative Diesel
INJECTABLES: Custom two-stage nitrous oxide using parts by Nitrous Express
INTAKE/EXHAUST: Custom 5-inch cold-air and Mishimoto intercooler/MBRP 4-inch to 7-inch stack
TRANSMISSION: 4R100 four-speed automatic with full build by Twisted Diesel Performance, billet input/output shafts, PCS controller, and Diesel Performance Converters four-disc torque converter
SUSPENSION: Lowered 2 inches in rear and Rancho shocks
TIRES/WHEELS: 305/50R20 Toyo Proxes ST2/20x12 Fuel Octane
AXLES: 3.73 gears

12 DAVID OWENS
Lexington, Kentucky



VEHICLE: '08 Ford F-350
ENGINE: 6.4L Power Stroke V-8
POWER/TORQUE: 1,150 hp/2,000 lb-ft
FUEL ECONOMY: 14 mpg
TURBO(S): Duals—BorgWarner S369 and S480
FUELING: 50-percent-over injectors, HDP dual injection pump kit, and Fass 220-gph lift pump
ELECTRONICS: SCT programmer
INJECTABLES: Nitrous oxide
INTAKE/EXHAUST: HDP custom cold-air and Mishimoto intercooler/Flo-Pro 5-inch
TRANSMISSION: 5R110W Torq-Shift five-speed automatic and Diesel Performance Converters triple-disc torque converter
SUSPENSION: Stock with Rancho shocks and CalTracs traction bars
TIRES/WHEELS: 275/55R20/20-inch American Force
AXLES: 4.30 gears

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13 ZACH SCHROEDER
Shelby, Ohio

VEHICLE: '15 Ford F-250
ENGINE: 6.7L Power Stroke V-8
POWER/TORQUE: 600 hp/1,250 lb-ft
FUEL ECONOMY: 18 mpg
TURBO(S): Single—stock
FUELING: Stock
ELECTRONICS: SCT programmer
INJECTABLES: Snow Performance water-methanol
INTAKE/EXHAUST: Absolute Performance cold-air/Diamond Eye 5-inch
TRANSMISSION: 6R140 TorqShift six-speed automatic
SUSPENSION: Stock
TIRES/WHEELS: 305/55R20 Nitto Terra Grappler G2/20x10 Fuel Coupler
AXLES: 3.55 gears

14 DEREK SMITH
Conifer, Colorado

VEHICLE: '07 Ford F-350
ENGINE: 6.0L Power Stroke V-8
POWER/TORQUE: 550 hp/1,000 lb-ft
FUEL ECONOMY: 21 mpg
TURBO(S): Duals—Industrial Injection BorgWarner S480 and S466
FUELING: River City Diesel 205cc injectors and AirDog II lift pump
ELECTRONICS: SCT programmer and FICM tuned by Innovative Diesel
INJECTABLES: Water-methanol
INTAKE/EXHAUST: AFE filter, WPE Diesel ported intake manifold, and Banks Techni-Cooler/MBRP 4-inch downpipe into 5-inch
TRANSMISSION: 5R110 TorqShift five-speed automatic built by NAPC and NAPC triple-disc torque converter
SUSPENSION: Icon Vehicle Dynamics 7-inch lift and shocks
TIRES/WHEELS: 37x13.50R20 Toyo Open Country M/T/20-inch Fuel
AXLES: 3.73 gears



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15 NEAL TORLEY
Green Cove Springs, Florida

VEHICLE: '08 Ford F-250
ENGINE: 6.4L Power Stroke V-8
POWER/TORQUE: 1,200 hp/2,000 lb-ft
FUEL ECONOMY: 13 mpg
TURBO(S): Triples—three Bullseye Power 66mm
FUELING: 100-percent-over injectors, River City Diesel injection pump, and Fass lift pump
ELECTRONICS: SCT programmer
INJECTABLES: Nitrous oxide
INTAKE/EXHAUST: First Coast Diesel Performance cold-air, ported intake manifolds, up-pipes, and Spearco intercooler/4-inch dual
TRANSMISSION: 5R110 TorqShift five-speed automatic with full billet build, billet flywheel, and SunCoast Diesel Transmission torque converter
SUSPENSION: Leveled, Icon Vehicle Dynamics shocks, four-link suspension, and First Coast Diesel Performance traction bars
TIRES/WHEELS: 35-inch Toyo Open Country M/T/22x10 Fuel Maverick
AXLES: 3.73 gears



16 JESSE WESTCOTT
Iron River, Michigan

VEHICLE: '08 Ford F-250
ENGINE: 6.4L Power Stroke V-8
POWER/TORQUE: 1,000 hp/1,800 lb-ft
FUEL ECONOMY: 18 mpg
TURBO(S): Duals—59mm VGT and 76mm
FUELING: 100-percent-over injectors, dual K16 injection pumps, and AirDog 200-gph lift pump
ELECTRONICS: H&S Performance programmer
INJECTABLES: Snow Performance water-methanol
INTAKE/EXHAUST: No Limit Fabrication cold-air/custom 5-inch
TRANSMISSION: 5R110 TorqShift five-speed automatic with full-billet build, and custom torque converter
SUSPENSION: 3-inch lift, Bilstein shocks, four-link, and traction bars
TIRES/WHEELS: 35x12.50R20 Mickey Thompson AT2P3/20-inch factory
AXLES: 3.73 gears and Yukon Gear & Axle Grizzly locker (rear)

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17 KELSIE EPP
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ENGINE: 6.6L Duramax V-8
POWER/TORQUE: 1,110 hp/1,650 lb-ft
FUEL ECONOMY: 20 mpg
TURBO(S): Triples—two 66mm and one 72mm Bullseye Power BatMoWheel 472
FUELING: 200-percent-over Dynomite Diesel Performance injectors, LBZ and LB7 CP3 injection pumps, and Fass 260-gph lift pump
ELECTRONICS: EFILive programmer and Edge Products Insight
INJECTABLES: Nitrous oxide
INTAKE/EXHAUST: Custom by Supreme Diesel and BD Diesel Performance intercooler/custom stacks
TRANSMISSION: Allison 1000 five-speed automatic with full-billet build, ATS Diesel Performance Co-Pilot controller, and SunCoast Diesel Transmissions 1055 torque converter
SUSPENSION: Stock with custom modifications, Rancho shocks, and CalTracs traction bars
TIRES/WHEELS: 305/50R20 Falken/20-inch MKW Alloy M19
AXLES: 3.42 gears and Eaton ELocker in front

18 JUSTIN McNICHOLS
Kingston, Ohio



VEHICLE: '05 Chevrolet Silverado 2500HD
ENGINE: 6.6L Duramax V-8
POWER/TORQUE: 1,200 hp/1,600 lb-ft
FUEL ECONOMY: 16 mpg
TURBO(S): Duals—BorgWarner S369 and 88mm
FUELING: 200-percent-over injectors, dual CP3 injection pumps, and dual Fass 150-gph lift pumps
ELECTRONICS: EFILive programmer with tuning by Rittenhouse
INJECTABLES: AEM water-methanol and Nitrous Express nitrous oxide
INTAKE/EXHAUST: Straight intake and Mishimoto intercooler/5-inch downpipe into MBRP 5-inch
TRANSMISSION: Allison 1000 five-speed automatic with full-billet build, SunCoast Diesel Transmissions clutches, and Diesel Performance Converters torque converter
SUSPENSION: Lowered 3 inches in rear, Bilstein shocks, tie rods, and traction bars
TIRES/WHEELS: 305/40R22 Nitto Terra Grappler/22x10 American Force Recon SS
AXLES: 3.73 gears

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14-15 GM 1500	4"	RANRS66301B	$1752.95
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07-15 Jeep JK	4"	SKYJK40BPH	$626.99
07-15 Jeep JK	2.5"	SKYJK25BPH	$440.99
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11-15 GM 2500HD	6"	FABK1046	$2126.93
07-15 GM 1500 w/Steel	4"	FABK1059	$720.99
Daystar Suspension/Leveling Kits			
07-16 Jeep JK	1.75"	DAYKJ09137BK	$159.99
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19 RYAN NOBLE
De Graff, Ohio

VEHICLE: '01 GMC Sierra 2500HD
ENGINE: 6.6L Duramax V-8
POWER/TORQUE: 980 hp/1,600 lb-ft
FUEL ECONOMY: 18 to 20 mpg
TURBO(S): Duals—BorgWarner S468 and S591
FUELING: 250-percent-over Exergy Performance injectors, triple CP3 injection pumps, and lift pump
ELECTRONICS: EFILive programmer with tuning by Ryan Noble
INJECTABLES: Water-methanol and nitrous oxide
INTAKE/EXHAUST: Custom by Noble's Performance Diesel and Mishimoto intercooler/custom 5-inch
TRANSMISSION: Allison 1000 five-speed automatic with full build by Noble's Performance Diesel, and SunCoast Diesel Transmissions torque converter
SUSPENSION: Lowered 2 inches and Bilstein shocks
TIRES/WHEELS: 305/50R20 Hercules Terra Trac A/T/20-inch Moto Metal
AXLES: 3.73 gears with Detroit Truetrac limited-slip differentials (front and rear)



20 CHRIS O'KANE
Princeville, Illinois

VEHICLE: '11 GMC Sierra 2500HD Denali
ENGINE: 6.6L Duramax V-8 (bored over 0.020)
POWER/TORQUE: 1,185 hp/2,420 lb-ft
FUEL ECONOMY: 18 mpg
TURBO(S): Duals—billet BorgWarner S591 and S472
FUELING: 100-percent-over injectors by S&S Diesel Performance, dual CP3 injection pumps, and Fass 150-gph lift pump
ELECTRONICS: EFILive programmer with tuning by Motor Ops
INJECTABLES: Nitrous oxide
INTAKE/EXHAUST: Wherli Custom Fabrication cold-air and AFE BladeRunner intercooler/MBRP 5-inch
TRANSMISSION: Allison 1000 six-speed automatic with SunCoast Diesel Transmissions GMax kit and 1058 torque converter
SUSPENSION: 2-inch lift, Icon Vehicle Dynamics Stage 2 shocks, and bumpstops
TIRES/WHEELS: 33x12.50R20 Mickey Thompson ATZP3/20x9 BMF FITE
AXLES: 3.73 gears, front locker, and Detroit Truetrac limited-slip (rear)

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21 KATIE PAJESTKA
Prior Lake, Minnesota

VEHICLE: '03 GMC Sierra 2500HD
ENGINE: 6.6L Duramax V-8
POWER/TORQUE: 1,033 hp/1,973 lb-ft
FUEL ECONOMY: 16 mpg
TURBO(S): Duals—BorgWarner S591 and Duramaxtuner Stealth 64mm
FUELING: 150-percent-over Exergy Performance injectors, PPE dual CP3 injection pumps, and AirDog II-4G lift pump
ELECTRONICS: EFILive programmer with tuning by Duramaxtuner
INJECTABLES: N/A
INTAKE/EXHAUST: Wehrli Custom Fabrication cold-air and PPE High Flow Performance intercooler/Old School Fabrication carbon-fiber stack
TRANSMISSION: Allison 1000 five-speed automatic with billet input/output shafts, SunCoast Diesel Transmission clutches, and Goerend Transmission torque converter
SUSPENSION: Lowered 3 inches and Rancho 9000 shocks
TIRES/WHEELS: 305/50R20 Nitto NT420S/20x10 BMF
AXLES: 3.73 gears

22 CHRIS ROSSCUP
Hayden, Idaho



VEHICLE: '02 Chevrolet Silverado 2500HD
ENGINE: 6.6L Duramax V-8
POWER/TORQUE: 1,250 hp/2,000 lb-ft
FUEL ECONOMY: 17 mpg
TURBO(S): Duals—ATS Diesel Performance A5500 and A8000
FUELING: Industrial Injection injectors, Industrial Injection dual 85-percent-over injection pumps, and dual Fass 260-gph lift pumps
ELECTRONICS: EFILive programmer with tuning by Duramaxtuner
INJECTABLES: Custom nitrous oxide
INTAKE/EXHAUST: Custom cold-air and Mishimoto intercooler/custom hood stack
TRANSMISSION: Allison 1000 five-speed automatic with full-billet build and ATS Diesel Performance Five-Star torque converter
SUSPENSION: Lowered 2 inches and Bilstein shocks
TIRES/WHEELS: 305/50R20 Nitto NT420S/20x10 Fuel Maverick
AXLES: 3.73 gears


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23 NATHAN STACY
Winchester, Ohio



VEHICLE: '07 Chevrolet Silverado 2500HD
ENGINE: 6.6L Duramax V-8
POWER/TORQUE: 1,000 hp/1,500 lb-ft
FUEL ECONOMY: 18 to 20 mpg
TURBO(S): Duals—billet Garrett 4094 and billet BorgWarner S484
FUELING: 60-percent-over Exergy Performance injectors, Exergy Performance dual Sportsman CP3 injection pumps, and Fass 150-gph lift pump
ELECTRONICS: EFILive programmer with tuning by Duramaxtuner
INJECTABLES: Nitrous Oxide Systems nitrous oxide
INTAKE/EXHAUST: Wehrli Custom Fabrication cold-air and On3Performance intercooler/MBRP 5-inch to 8-inch carbon-fiber stack
TRANSMISSION: Allison 1000 five-speed automatic with billet flexplate, input shaft, and hubs; TransGo shift kit; DHD lockup; and SunCoast Diesel Transmission 1057 torque converter
SUSPENSION: Lowered 3 inches, Bilstein shocks, and CalTracs traction bars
TIRES/WHEELS: 305/50R20 Nitto Terra Grappler G2/20x9 Fuel Savage
AXLES: 3.73 gears and Detroit Truetrac limited-slip (front and rear)

24 DUSTIN van WINGERDEN
Blaine, Washington



VEHICLE: '07 Chevrolet Silverado 2500HD
ENGINE: 6.6L Duramax V-8
POWER/TORQUE: 1,250 hp/2,000 lb-ft
FUEL ECONOMY: 20 mpg
TURBO(S): Duals—Screamin Diesel Performance billet BorgWarner S475 and Garrett GT5541R
FUELING: 250-percent-over Exergy Performance injectors, 10mm and 12mm CP3 injection pumps, and Fass 260-gph lift pump
ELECTRONICS: EFILive programmer
INJECTABLES: N/A
INTAKE/EXHAUST: S&B Filters cold-air and Mishimoto intercooler/custom 5-inch
TRANSMISSION: Allison 1000 five-speed automatic built by Screamin Diesel Performance with billet input/output shafts, and Goerend Transmission billet torque converter
SUSPENSION: Lowered 2 inches, Rancho shocks, and traction bars
TIRES/WHEELS: 285/50R20 Cooper Zeon LTZ/20x9 KMC Wheels XD Badlands
DIFFERENTIALS: 3.73 gears and an electronic Eaton ELocker (front)

VOTING BALLOT

OK, now for the important part! You, the readers, will decide which trucks will compete in Diesel Power Challenge 2016. Using the numbers provided at the top of each photo, vote for your favorite Rams, Fords, and GMs. Original forms only; no copies or emails accepted.

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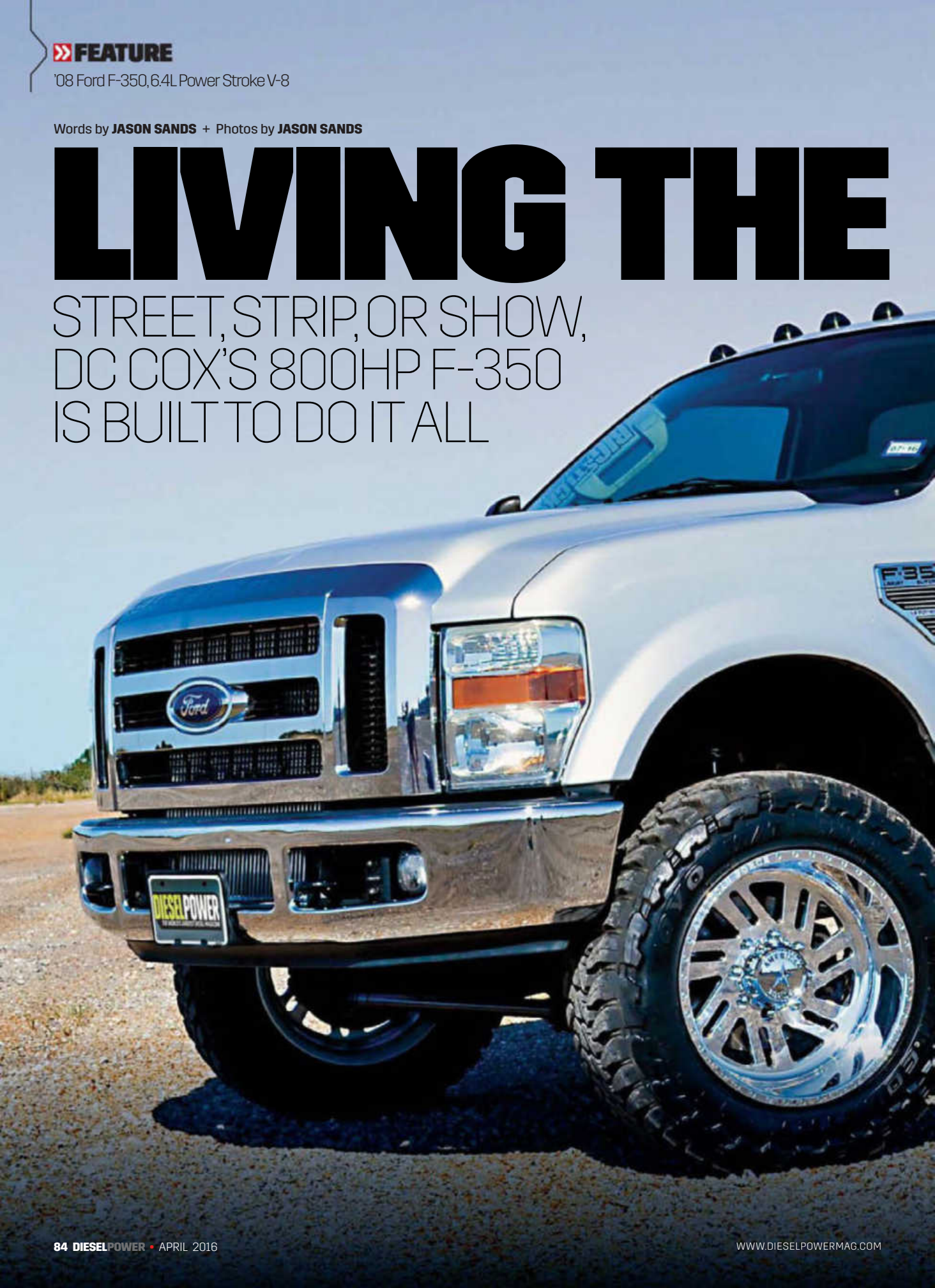


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Words by **JASON SANDS** + Photos by **JASON SANDS**

LIVING THE

STREET, STRIP, OR SHOW, DC COX'S 800HP F-350 IS BUILT TO DO IT ALL



DREAM



WHEN IT comes to building a "dream truck," David "DC" Cox from Ennis, Texas, had a different vision for his rig than many enthusiasts. "I never really liked all these huge lifts, chrome, or 8-inch tips—I just wanted something fast that I could drive on the street every day," David says. Fortunately for him, he started with the right platform for speed: a regular cab '08 Ford F-350. Out of the box, the 6.4L Power Stroke V-8 diesel engines that power '08-to-'10 models are rated at 350 hp, but they can be easily modified to make more than 500 rear-wheel horsepower.

While this power level can also be accomplished with tuning only, David had a lot more than just reflashing the PCM in mind. "I knew the type of truck I wanted to build," David says. And with the help of Justin Eversole at Big Stick Motorsports, he started to make it happen.



While potent in stock form, the 6.4L Ford Power Stroke V-8 in David Cox's '08 F-350 now puts out an estimated 800 hp and 1,500 lb-ft of torque thanks to a number of modifications.

"I wanted the Ford to be a street/strip/work truck, so no single area could suffer. It had to be able to do it all."

David and Justin started the transformation by beefing up the engine itself with a set of ARP head studs to prevent blown head gaskets. The factory turbochargers can only flow so much air, so compressor wheels in both units were upgraded, with 59mm and 71mm inducers. The exhaust was also modified with 6.0L exhaust manifolds, a Rudy's Diesel Performance & Off Road up-pipe kit, and a 46mm wastegate from Precision Turbo & Engine. The intake side was also reworked with a No Limit Fabrication cold-air system, DieselSite boots, and a Spearco intercooler.

In addition to the airflow modifications, the fuel system was improved



A set of compound turbochargers is used for added boost. The smaller, manifold-mounted inducer turbo is upgraded with a 59mm compressor wheel, and the larger, atmospheric unit now features a 71mm wheel.

FAST FACTS:

YEAR/MAKE/MODEL: '08 Ford F-350
OWNER: David "DC" Cox
HOMETOWN: Ennis, Texas
ODOMETER: 109,000 miles
ENGINE: 6.4L Power Stroke V-8 with ARP cylinder head studs
FUEL: AirDog II 165-gph lift pump, Rudy's Diesel Performance & Off Road fuel bowl delete, twin K16 high-pressure fuel pump kit, 30-percent-over injector nozzles, Gearhead Automotive Performance tuning
AIR: Precision Turbo & Engine 46mm wastegate, Rudy's Diesel Performance & Off Road 59mm/71mm compound-turbocharger kit, Spearco intercooler, DieselSite boots, and No Limit Fabrication cold-air intake system
EXHAUST: Stepped (4-inch to 5-inch) custom exhaust, and 6.0L Ford ceramic-coated manifolds
TRANSMISSION: Rudy's Diesel Performance & Off Road competition 5R110 five-speed automatic with billet input, intermediate, and output shafts; and an upgraded torque converter from Precision Torque Converters
HORSEPOWER: 800 hp (est.)
TORQUE: 1,500 lb-ft (est.)
TIRES: 35x12.50R20 Toyo Open Country M/T
WHEELS: 20x12 American Force
SUSPENSION: 2.5-inch Pro Comp leveling kit, Precision Metal Fabrication four-link (front), and Rancho shocks
INTERIOR: Katzkin leather, and Spartan Dashdaq XL
FUN FACT: David folds in his mirrors at the track. "A lot of people joke about it, but I believe every little bit of aerodynamics helps," David says.

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A Spearco intercooler replaces the stocker, and with nearly 50 percent more volume, it's the perfect match for the upgraded turbochargers.



Blown intercooler boots are a common problem on hopped-up 6.4L Ford engines. A complete boot kit from DieselSite was added to keep boost where it belongs.

with a 165-gph AirDog II lift pump, Rudy's fuel-bowl delete, twin K16 high-pressure fuel system, and 30-percent-over injector nozzles. The final step of the process was the creation of some hot calibrations by Gearhead Automotive Performance.

With an estimated 800 hp on tap, David needed a transmission that could handle the power and torque the engine was now blasting to the ground. After talking with Justin, the decision was made to go the overbuilt route with the transmission, as they only wanted to do it once. While the factory 5R110 six-speed automatic is stout, David and Justin went with a full competition build from Rudy's, which features not only a revised clutch count, but billet input, intermediate, and output shafts; a stronger



Rudy's Diesel Performance & Off Road's twin K16 pump kit mounts a second Siemens pump on top of the engine to ensure rail pressure (and performance) stays at peak levels.



Since the truck makes an estimated 800 hp, a highly modified 5R110 five-speed automatic transmission from Rudy's was selected for daily driver and dragstrip use. The unit has an upgraded torque converter from Precision Torque Converters, billet shafts, and a Mag-Hytec transmission pan.



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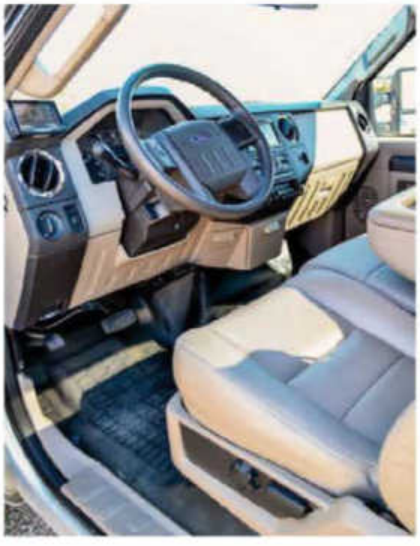
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The factory fuel system on David's F-350 was upgraded to handle the higher volume of a second high-pressure pump. An AirDog 165-gph lift pump and fuel-bowl delete ensure plenty of diesel makes its way into the high-pressure injection system.

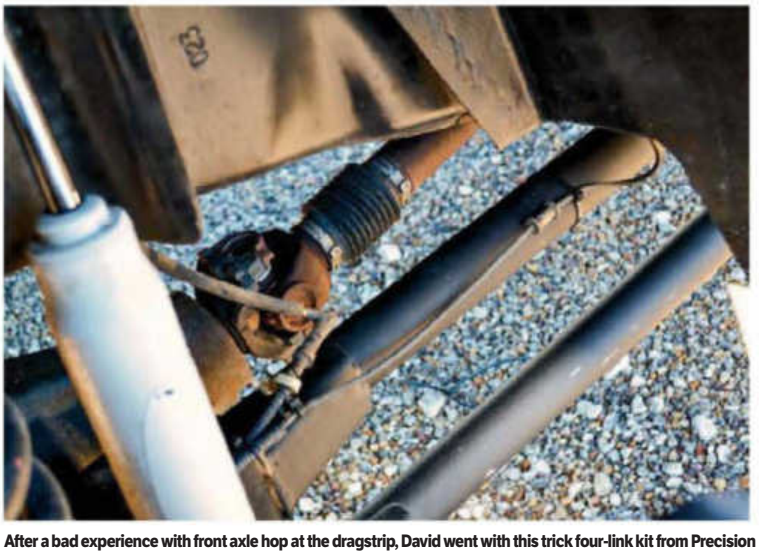




With all the engine modifications on David's rig, advanced tuning is needed to make maximum power. An H&S Mini Maxx tuner is used for loading Gearhead Automotive's calibrations into the PCM, but David actually prefers using a DashDAQ XL from Spartan Diesel Technologies for gauges. David kept the interior of his Ford simple and smooth (left), with Katzkin leather and a DashDAQ unit being the only deviations from stock.



David wanted an aggressive wheel and tire combination to offset the truck's otherwise stock appearance. Four 35x12.50R20 Toyo Open Country M/Ts riding on 20x12 wheels from American Force definitely accomplish that. The F-350's front end was equipped with a 2.5-inch Pro Comp leveling kit when David bought the truck. Surprisingly, this was enough height to clear 35-inch tires with only minor trimming.



After a bad experience with front axle hop at the dragstrip, David went with this trick four-link kit from Precision Metal Fabrication, which works in conjunction with Rancho shocks to plant the front end on the ground.

low/reverse hub; and a custom torque converter from Precision Torque Converters.

With the drivetrain handled, David's last step was the modification of his truck's suspension, wheels, and tires. David likes the way 35-inch tires look on a pickup, and since regular cabs are a bit lighter and taller than other configurations, he was able to get away with installing 35s on his F-350 by using a 2.5-inch Pro Comp leveling kit. The big Toyos ride on highly polished 20x12 wheels from American Force, and a Precision Metal Fabrication four-link front suspension system ensures the tires stay planted.

With a best quarter-mile dragstrip pass of 12.2 seconds at 109 mph, David's F-350 is pretty quick. And although he has built quite a nice truck for himself, David still plans to turn it up even more. A new short-block is currently in the process of being assembled, with the goal of running even quicker times at the track and having better reliability on the street. One thing is definite: We're sure we'll be seeing more of "DC" and his quick and clean '08 Ford. DP

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ONE COOL



Words by **JASON SANDS** + Photos by **JASON SANDS**

YOU WON'T BELIEVE WHAT'S LURKING UNDER THE HOOD OF DAVID HACKETT'S UNIQUE '93 GMC 3500HD

CAT

"IT ALL STARTED with an engine," says David Hackett of Renfrew, Pennsylvania. "I was always a little disappointed that a Caterpillar engine was never offered in any pickup trucks, so I decided to build my own, around a '00 7.2L CAT 3126 engine." What started as a simple idea evolved into a nine-year project that couldn't have been completed without the help of a countless number of friends.

"The CAT engine is really heavy (1,290 pounds), so I knew I needed a truck that was up to the task of supporting it." After months of searching for both Fords and Chevrolets, David came across a truck that fit the bill: a GMC 3500HD that had a bucket and a boom. This hardware confirmed it was also equipped with a heavy-duty front axle. "There wasn't really anything wrong with the truck, they were just getting rid of it because it was old," David adds.

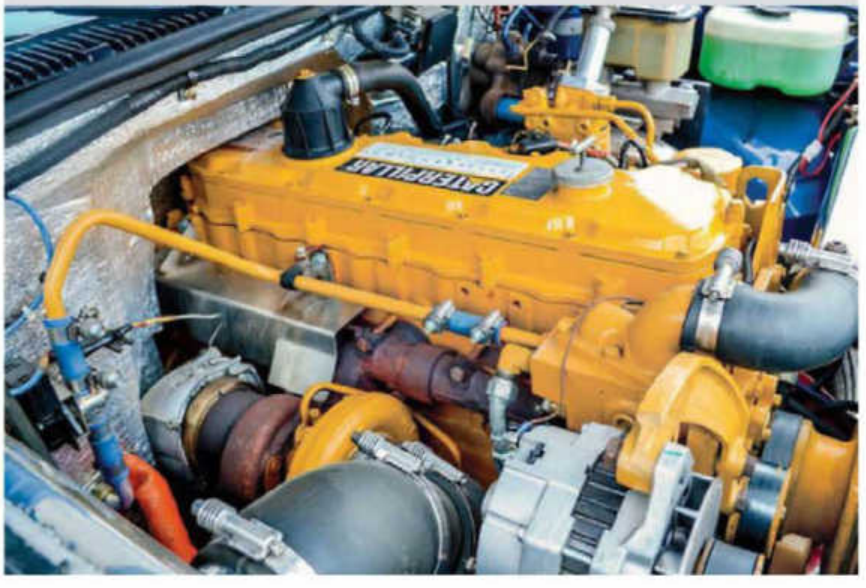
While the project started in 2002 at David's shop, Diesel Services Unlimited, it was quickly put on hold when David was sidelined with health issues. After the truck sat on the back burner for a few years, David's head mechanic, Tom Coholich, and his shop foreman, Tom Koffler, said, "We need to build this thing!" So, with his health improving, David and the Toms went back to earnestly working on the truck in 2006, lowering the engine and Allison MD3060R close-ratio six-speed automatic transmission into the frame. "We started by mounting the engine using the factory crank centerline as an index and putting it as close to the radiator as possible. Then we fabricated our own engine and transmission mounts," David says. From there, the team made the body fit over the engine by building a notched firewall with a doghouse-style cover. The rest of the truck was also restored or repaired as necessary from top to bottom to ensure cross-country trips would be no problem.

FAST FACTS:

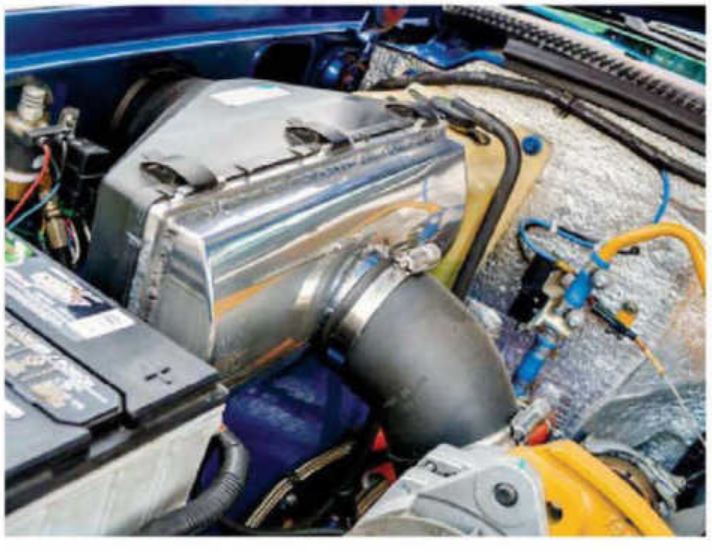
YEAR/MAKE/MODEL: '93 GMC 3500HD
OWNER: David Hackett
HOMETOWN: Renfrew, Pennsylvania
ODOMETER: 45,000 miles (since rebuild)
ENGINE: 7.2L Caterpillar I-6
TRANSMISSION: Allison MD3060R six-speed automatic
HORSEPOWER: 300 hp **TORQUE:** 800 lb-ft
TIRES: 225/70R19.5 Goodyear G647 RSS (front)/8R19.5 Goodyear G633 RSD (rear)
WHEELS: Factory, polished and powdercoated
SUSPENSION: Extra leaf spring per side (front)/factory suspension (rear)
AXLES: Dana 80 with 3.55:1 gears and a Detroit Truetrac locker
INTERIOR: Custom blue and gray suede interior by Bob Kirik; A-pillar tachometer and EGT gauges; CAT data system; and Vintage Air air conditioning
BODY: Stainless steel bumpers, fuel tank, and running boards; Cobalt Blue, silver, and Chili Pepper Red paint by Bacchus Brothers Auto Body; and Jeraco camper shell
FUN FACT: In addition to the fabrication work, David had a lot of additional assistance. He told us he couldn't have done it without the help of Kenny Noland (body and fabrication), Joseph "Peppi" Yerace (ECM programming), Jimmy Miros (tech), and Ed Waterson (tech).



The firewall of the GMC had to be modified in order to fit the large I-6 engine. The doghouse engine cover is shallow enough to keep the stock dash intact.



In the space where an anemic 6.5L diesel once resided now sits a mammoth 7.2L 3126 Caterpillar engine. The 1,290-pound monster makes 300 hp and 800 lb-ft of torque with factory programming. The CAT is governed at 2,700 rpm and makes peak torque as low as 1,400 rpm!



David incorporated the factory GM parts wherever he could. An aluminum airbox draws air from the factory location and sends it into the CAT's turbocharger.





Since David's GMC is hooked to a trailer almost full time, cooling is a major concern. In addition to the custom radiator, David added an aggressive fan clutch (above left) from Horton Airflow Solutions, which keeps airflow at optimum levels. A custom radiator and shroud (above right) were made for the engine swap. Although the radiator is still in the stock location, it features ⅝-inch tubes and 11 fins per inch, which cools the big diesel with ease. Behind the radiator is an intercooler that was originally designed for '94-to-'98 Dodge Rams, which David managed to install behind the stock grille.

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"We ran into a lot of unexpected issues with the swap," David notes. Despite having complete wiring schematics for the truck itself, the engine, and the transmission (which also has an ECU), integrating it all was no small task. "Completing the wiring on the truck took me about a month solid," David adds. There were also a few tasks that required outside help to accomplish, such as getting the speedometer to function properly. Kincer's Service of Mt. Vernon, Kentucky, is the company that was able to make it happen.

Ensuring the transmission operates normally was also a challenge, as the MD3060R transmission does not have a Park gear. To keep the truck from rolling away on hills, David and his team fabricated a braking system for the transmission and installed a line lock to keep the front brakes locked on steep



Since industrial engines are designed for low-rpm operation, the relatively small turbo (for the size of the engine) produces a whopping 27 psi of boost at full throttle and gives David's rig good acceleration.



"Since it was a boom truck, the front axle is designed to hold 5,000 pounds of weight," David says. Still, with the weight of the big engine, an extra leaf spring per side was added to keep the front end level. The front suspension is also one of the best places to view the Chili Pepper Red paint that was applied to the whole undercarriage.



In addition to the exhaust, David had fabricator Tom Coholich build the 16-gauge stainless steel running boards and ¼-inch stainless bumper that set the rig apart from virtually everything else out there.

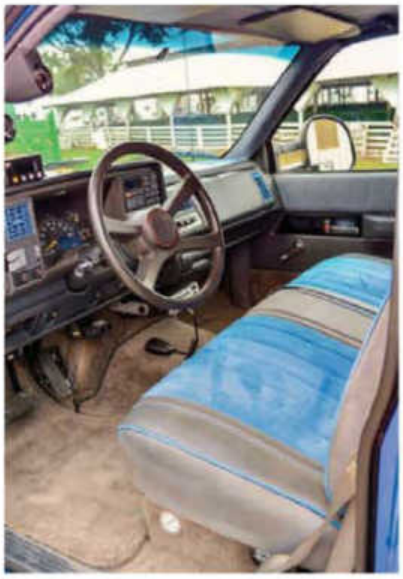

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hills. "If you forget to set anything, we set it up so the horn will blow as soon as you open the door. You can't ignore that!" David says.

With the engine and transmission installed, the wiring done, the rearend rebuilt by John Kunzak, and everything more or less buttoned up, it was time for the finishing touches—the bodywork, paint, and interior. "It took about six months for Bacchus Brothers Auto Body to paint it, and it turned out excellent," David says. The brothers used a combination of silver, Cobalt Blue, and Chili Pepper Red to make the truck really stand out, while Bob Kirik tackled the custom interior. "In 2011, it was finally ready to go."

Later that year, David and his wife, Eleanor, set out on a cross-country journey, towing their 27-foot Airstream trailer. "We really didn't know what we had built at that point," David says. "It wasn't until we saw other people's reactions to the truck that we knew it was something special. There were folks chasing us through parking lots, or asking if they could take pictures from underneath. I guess we built something pretty cool."

With more than 45,000 miles on the unique setup since it was completed, David's definitely not afraid to drive his creation. "It gets about 12.5 to 12.6 mpg on the dot towing the Airstream, and I really couldn't ask for any better than that," he says. "In fact, the whole truck turned out great." With a First Place in the show 'n' shine competition at the 2015 Scheid Diesel Extravaganza, it looks like other enthusiasts agree. "I plan to drive the wheels off it. Look for it out on the road, somewhere between the two oceans." DP



There was no way David was going to let the interior of such a unique truck remain stock. Bob Kirik lent a hand in the design and color scheme and did all the work on the upholstery, as well as the blue vents in the dash.



Perhaps the nicest feature of the interior is the suede-covered seat, which gives David and his wife, Eleanor, a comfortable spot to sit during their travels.



The front tires are 225/70R19.5 Goodyear G647 RSS.



The truck's original Dana 80 rear axle has been rebuilt, painted, and upgraded with a Detroit Truetrac locker. The rear wheels are polished GM units fitted with Goodyear 8R19.5 G633 RSD tires.



Oil temperature, tachometer, and exhaust gas temperature gauges are mounted on the A-pillar, right next to the CAT data system. The trick computer monitors throttle position, fuel consumption, and a variety of other engine data points.



The fuel tank is also, yep, you guessed it...stainless steel! A front tank that holds 19 gallons works in conjunction with the 46-gallon rear tank, which gives the GMC quite a mileage range.



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Words by **JASON SANDS** + Photos by **JASON SANDS**

RUSTY RACER

BUILT ON A BUDGET, JORDAN GALBRAITH'S OXIDIZED DRAG TRUCK IS A 10-SECOND BEAST

WHEN WE FIRST spotted Jordan Galbraith's '94 Dodge Ram 2500 at a drag race in Texas, we didn't quite know what to think about it. Instead of being a lifted four-wheel drive with nice paint, it's slammed to the ground on slicks, and it looks like a rat rod. The truck is also two-wheel drive and is outfitted with a shortbed, which wasn't offered for diesel-powered 2500s in 1994.

Jordan is a pretty cool guy who just wanted to build a drag truck on a budget. "I like the idea of having a fast 8,000-pound truck, but I know it'll go a whole lot faster at 5,000 pounds," Jordan says. Jordan also built almost the entire truck himself, from shortening the frame to building the compound-turbocharger system and even assembling the transmission. "I only paid $2,000 for the truck, so I figured I didn't have that much to lose if I messed anything up," he says.

Since building a drag truck was Jordan's plan from the start, he was able to accept high mileage and other nuances that might scare other buyers off. "The truck had more than 400,000 miles when I got it, but it didn't smoke, and the engine seemed strong," Jordan says. After the initial


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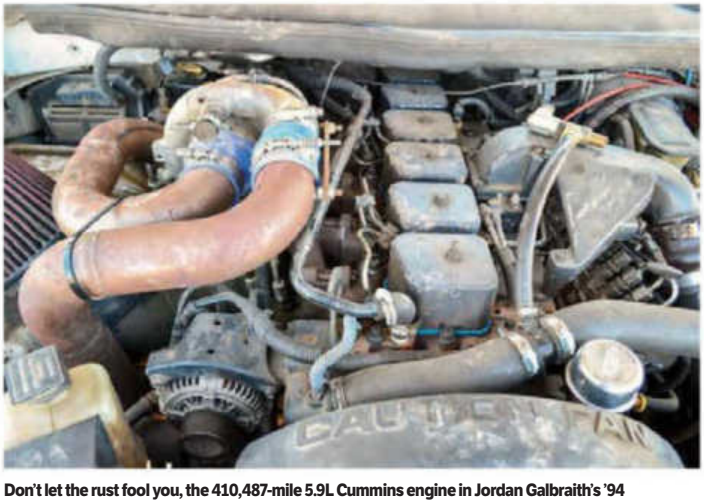


For better aerodynamics and to complete the drag-truck look, the stock bumper of a fourth-generation Dodge Ram was added after it was left outside to rust for a while.

purchase, a shortbed conversion was one of the first changes Jordan made. "I cut 16 inches out of the frame, welded it back up, then shortened the driveshaft and looped the brake lines. Other than finding a shortbed, that's about all there was to it."

The bed Jordan acquired also started the "Rusty" theme for his project. It had a bunch of paint missing, and the cab wasn't much better, so Jordan stripped everything down to bare metal. The original plan was just to apply a clearcoat over the bare metal. "I let it sit for too long, and it started rusting, so I sanded it all down again, and then it rained and rusted again," Jordan laments. After that, he decided it was just meant to be rusty and went with it.

While the body corroded, Jordan went to work on the drivetrain. He fabricated a compound-turbocharger system, using a 60mm Holset HE351 turbo and an 83mm Holset HT4C. Jordan also



Don't let the rust fool you, the 410,487-mile 5.9L Cummins engine in Jordan Galbraith's '94 Dodge Ram 2500 is very capable. With an O-ringed block, ARP cylinder-head studs, compound turbochargers, and fueling modifications, the 12-valve powerplant cranks out an estimated 750 hp and 1,600 lb-ft of torque.

FAST FACTS:

YEAR/MAKE/MODEL: '94 Dodge Ram 2500
OWNER: Jordan Galbraith
HOMETOWN: Lancaster, Texas
ODOMETER: 410,487 miles
ENGINE: 5.9L Cummins I-6 featuring an O-ringed block, ARP 425 cylinder-head studs, Pacbrake 60-pound valvesprings, a clipped water pump, and a coolant bypass
FUEL: Glacier Diesel Power lift pump, 215hp P-pump upgraded with 4,000-rpm governor springs, competition delivery valves, 28 degrees timing, mack rack plug, Contagious Diesel Performance 5x0.018 injectors, and Power Driven Diesel's AFC Live fueling control
AIR: Holset HE351 and HT4C compound turbochargers, BD intercooler boots, and an AEM 6-inch universal filter
EXHAUST: Inverted factory manifold, and an owner-built 5-inch exhaust system with a 6-inch stack
TRANSMISSION: Owner-built 47RH four-speed automatic with a TransGo shift kit, Sonnex 300M input shaft, 2,200-rpm-stall torque converter, Diesel Performance Converters flexplate, and a B&M external oil cooler
HORSEPOWER: 750 hp (est.)
TORQUE: 1,600 lb-ft (est.)
TIRES: 265/75R16 Michelin LTX M/S2 (front)/Mickey Thompson 33x10.50-15LT (rear)
WHEELS: 16x7 factory (front)/15x8 U.S. Wheel 78 Series (rear)
CHASSIS: 16 inches removed from the frame, converted to shortbed
SUSPENSION: Modified springs (1.5 front coils cut, 2 rear leafs removed), rear spring-under-axle conversion, and homebuilt traction bars
AXLES: Dana 70 with 3.55 gears and welded spider gears
BODY: Fourth-generation Dodge front bumper, and steel roll pan (rear)
INTERIOR: Isspro boost, fuel pressure, and pyrometer gauges
FUN FACT: Jordan's shortbed tips the scales at an ultra-light (for a diesel pickup) 5,240 pounds with driver.

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fabricated the downpipe and the rest of the exhaust system. The original P-pump was re-timed at 28 degrees and then fitted with 4,000-rpm governor springs, competition delivery valves, and a mack rack plug. After experiencing head gasket issues, Jordan even O-ringed the block and installed a set of ARP 425 cylinder-head studs.

Jordan also rebuilt the 47RH four-speed automatic transmission himself, using a Sonnex billet input shaft and a TransGo shift kit, and he completed the upgrade with a 2,200-rpm-stall torque converter from Diesel Performance Converters.

The final step of Jordan's build was completing the drag truck look by moving the rear leaf springs below the axlehousing.



With the rest of the truck being stone-simple, Jordan decided that using a mechanical lift pump was the best option for fueling. A crankshaft-driven Fuel Boss lift pump from Glacier Diesel Performance was selected and supplies a wild 75 psi of fuel pressure to the engine.



After running the truck for a while with the factory 160hp P-pump, Jordan installed a 215hp unit from a later-model truck. The pump has been upgraded with a mack rack plug, 4,000-rpm governor springs, and competition delivery valves, and it's set at 28 degrees of timing.



The rig's slammed stance is another unique feature that says, "drag truck," loud and clear. To achieve this type of drop, the rear axle (which is normally mounted below the leaf springs) was mounted above the factory springs. This modification, along with a set of "parts store" air shocks, gives the truck a huge drop and the look Jordan wanted to achieve.



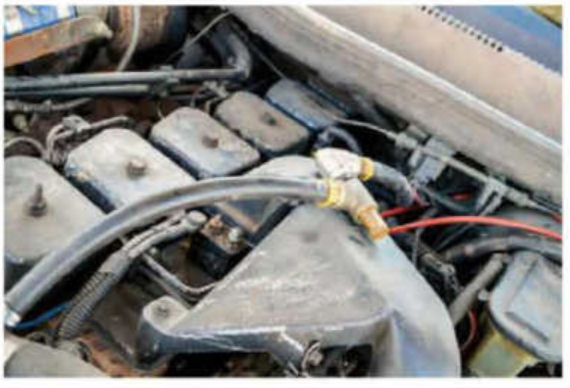
Since the '94 was built to be used mainly as a drag truck, a set of rather large 5x0.018 injectors from Contagious Diesel Performance was installed on the engine, which Jordan estimates should be good enough for 700 to 800 hp.



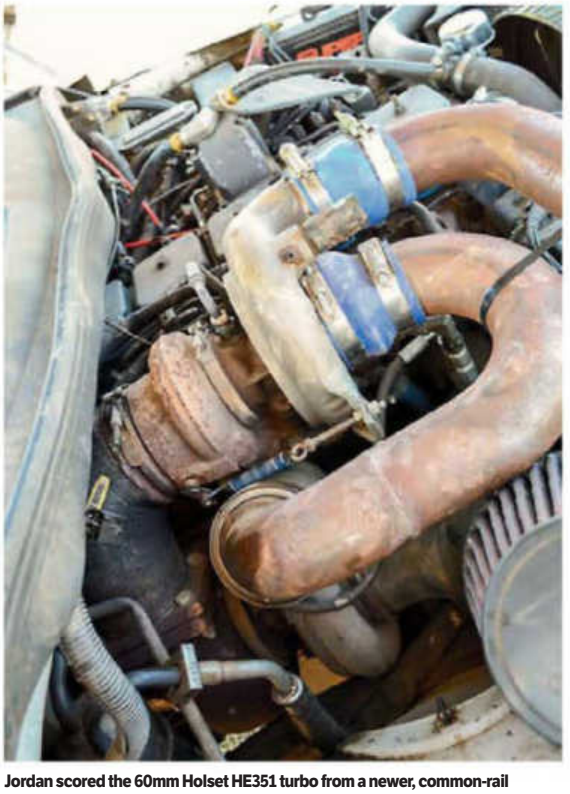
To save weight and for better starting line traction, Jordan converted the truck from a longbed to a shortbed by taking a whopping 16 inches out of the frame, then rewelding it.



Jordan incorporated a few innovative ideas into his budget build. To relieve excess crankcase pressure on the high-boost, high-mileage engine, a Mr. Gasket universal breather was installed on the oil-filler tube.



A homebuilt coolant bypass and clipped water pump were installed on the engine to try and keep the coolant system from overpressurizing at high engine speeds.



Jordan scored the 60mm Holset HE351 turbo from a newer, common-rail Cummins to use as the high-pressure turbo, and he mounted it on an inverted factory manifold. The larger of the two 'chargers is an 83mm Holset HT4C. Both turbos combine to produce an impressive 85 pounds of boost.

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The relocation lowered the truck "at least 3 inches," Jordan says.

With the look he wanted and the type of power he needed to go fast, the only thing Jordan needed to prove was that the lightweight 2500 is a force at the dragstrip. After a number of trips to the track, the rusty truck has clicked off an 11.23 e.t. at 117 mph, with an impressive 1.61-second 60-foot time.

With only an estimated $10,000 invested in the truck, Jordan is very close to his "10s for 10K" goal. Best of all, the rig is still street legal and driven everywhere, making it one of the best bang-for-the-buck performance diesel pickups we've seen.





Since looks don't make it go any faster, the interior of the Ram remains stock, with the exception of boost, fuel pressure, and pyrometer gauges from Isspro. Jordan says his next project is installing a rollcage, as the truck already runs quicker than 11.49 seconds in the quarter-mile, which is the lowest e.t. permitted (without that safety equipment) by the NHRA. Since Jordan bracket-races, he installed an AFC Live control unit (top right) from Power Driven Diesel. The module allows Jordan to add or subtract fuel just by a turn of a knob to speed up or slow the truck down as necessary. The race unit also has a "full fuel" override switch for times when Jordan needs to pass an opponent just before the finish line.



The traction bars are also parts Jordan built himself using a couple of link arms from Harbor Freight.



Jordan didn't pull any punches in the traction department and went straight to a set of Mickey Thompson 33x10.50-15LT slicks, which are mounted on 15x8 wheels and aired down to 11 psi for track outings.



An interesting trick was used to make the front of the truck look lower than it actually is. While cutting 1.5 coils out of the front springs did lower it quite a bit, Jordan also stuffed in a set of 265/75R16 Michelins (which are 31.6 inches tall) to completely fill in the front wheelwells.

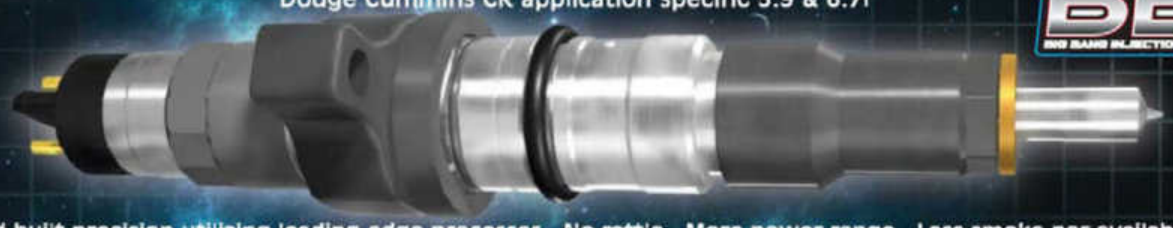
The rusty '94's "borrowed, budget, and used" theme is continued with the exhaust system, where owner-bent 5-inch tubing extends into a 6-inch "big rig" stack.



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BD's Flow-Max Lift Pump Gives Modified 6.4L Ford Diesels the Fuel Needed for Big Power and Low EGT

Words by **BRUCE W. SMITH** + Photos by **BRUCE W. SMITH**

DUMPING a wad of money into an engine in an effort to improve its performance can be frustrating. You step up to bigger injectors, a sweet turbocharger, a great tune, and other intake and exhaust modifications, only to find high EGT and other problems hold your rig back when you put the hammer down.

High EGT under load and other fuel-related problems typically stem from the OEM lift pump not being able to supply the engine with the fuel volume it needs to produce the power being demanded. Whenever the mismatch occurs, bad things happen—usually very quickly.

"Anytime 6.4L Fords are producing more than 350 hp, the OE lift pump and fuel system's inability to keep the fuel supply pressure at an acceptable level becomes an issue," explains Christian Roth, vice president of BD Diesel Performance.

"You immediately see a negative performance once that pressure drops below a net zero on the inlet side of the high-pressure pump," he adds. "The pump cavitates, creating air bubbles in the fuel system. As a result,

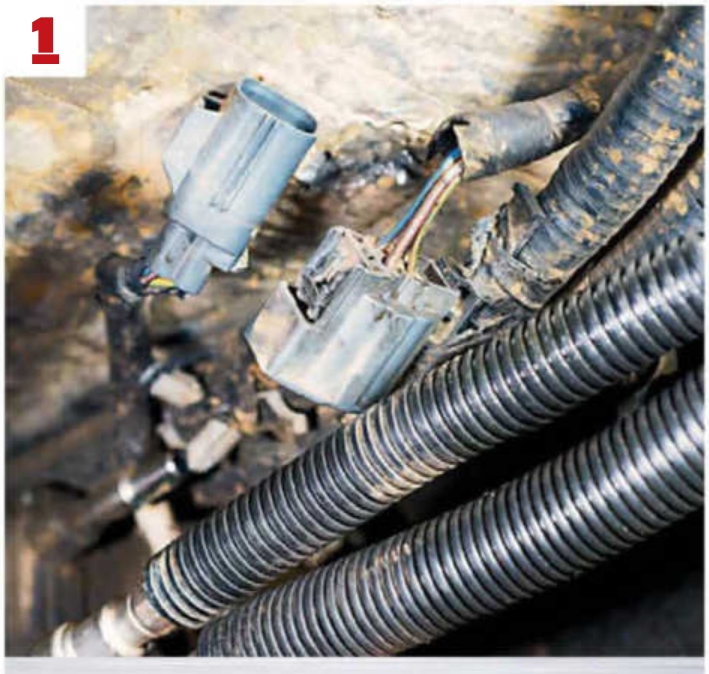
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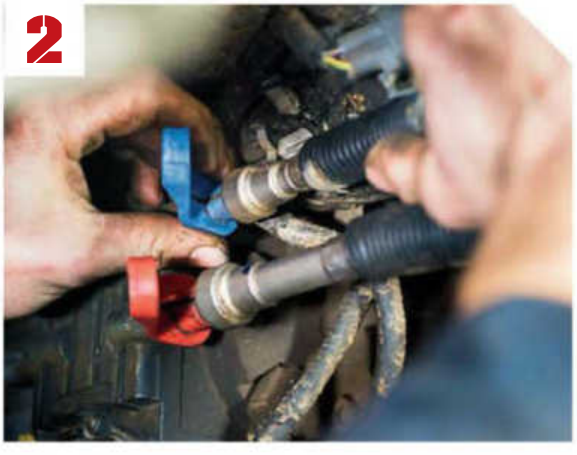
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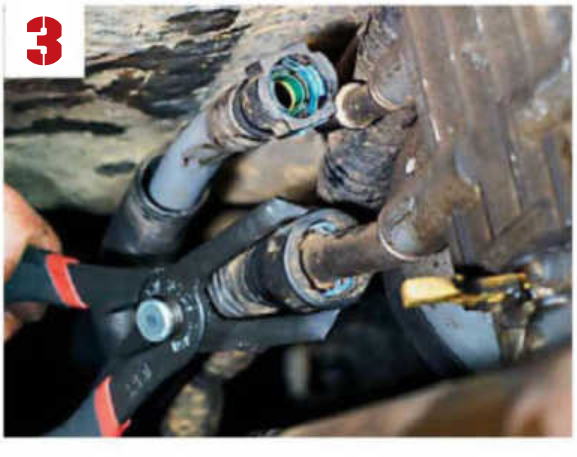


BD Diesel Performance's '08-to-'10 6.4L Ford Power Stroke Flow-Max Lift Pump Kit includes everything needed to replace the stock horizontal fuel conditioning module (fuel pump module), including a wiring harness, fuel line, couplers, and connectors.



1. The first step in the installation is unplugging the gray fuel pump sub-harness connector that's located just above the HFCM and releasing it from the clip that holds it in place.



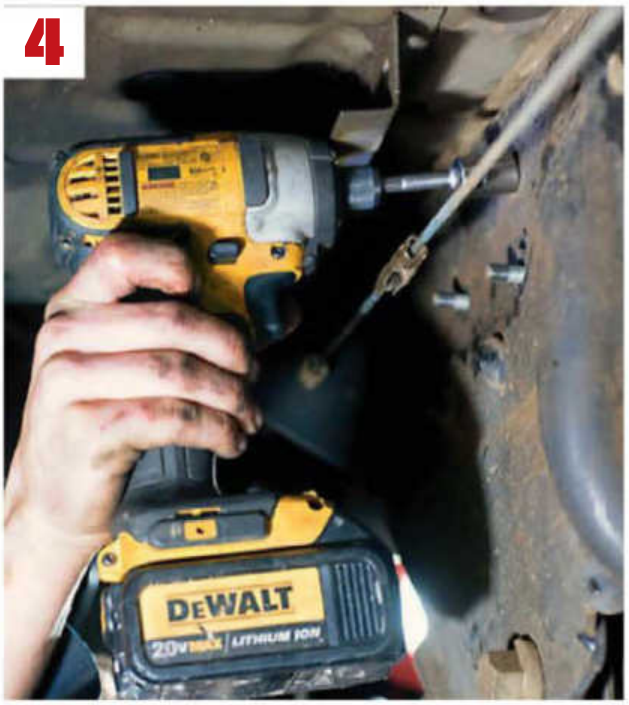


2, 3. Quick-disconnect release tools are used to remove the ½-inch feed and ⅜-inch return (upper) lines from the engine side of lift pump and the back of the HFCM.

that creates a giant restriction, which in turn causes the rail pressure to fall. That's when you see the real serious performance side-effects happen, such as a spike in EGT when towing up a grade.

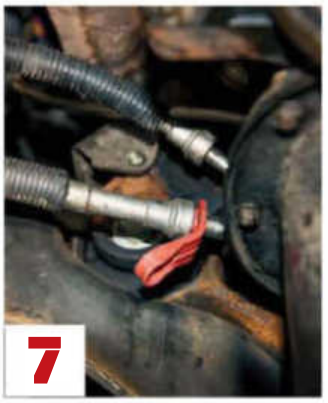
"For example, the factory 6.4L Power Stroke ECM commands 20,000 psi rail pressure. If there's not enough fuel supply at the high-pressure pump's inlet for that 400, 450, 500, or 600 hp, the rail pressure starts dropping—and it continues to drop as the fuel demand increases. Meanwhile, the ECM keeps asking for additional [fuel] supply to try and maintain that 20,000 psi. But there's no more fuel available, because the OE lift pump is maxed out."

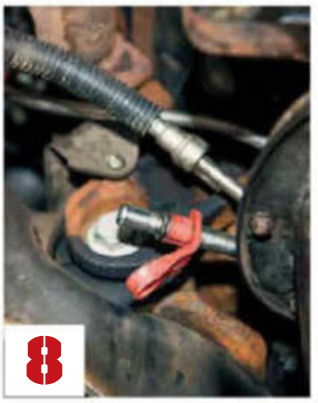
"In turn, the computer says, 'Rail pressure is now down to 15,000 psi rather than 20,000 psi, so I'll extend the injector ON time to help create more torque to meet the driver's throttle

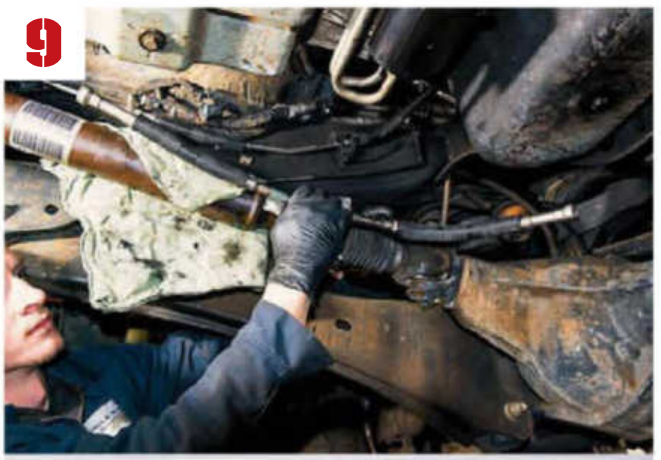












4. Josh removes the three 13mm nuts that hold the stock lift pump to the driver-side framerail.

5. The original HFCM is no longer needed with the BD Diesel Performance Flow-Max lift pump, so feel free to offer it to a buddy who has a stock 6.4L Power Stroke.

6. BD's supplied bypass tube connects the return (upper) lines.

7, 8, 9. Josh once again uses a ½-inch quick-disconnect tool to remove the engine fuel-feed line from the barbed fitting located just behind the driver-side engine mount. It will be replaced with a new ½-inch fuel line that's included in the Flow-Max kit.

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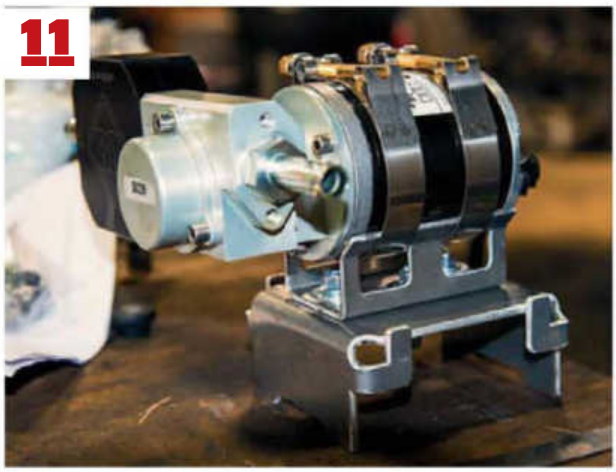
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demand.' The direct result of the injectors being open for a longer duration is higher EGT," adds BD's Jeff Harris.

It's actually a common issue for '08-to-'10 6.4L Ford Power Stroke engines that are still running the stock HFCM (horizontal fuel conditioning module) and making between 400 and 600 hp. Adding a high-volume, low-pressure replacement HFCM and BD Diesel Performance Flow-Max Lift Pump kit usually resolves the issue.

The Flow-Max pump's volume is 2.5 times greater than the stock pump's volume at a higher pressure (Ford's 6.4L lift pump flows 60 gph at 1 gpm while BD's Flow-Max delivers 150 gph at 2.5 gpm), which is enough to keep even a 600hp 6.4L Power Stroke happy at full-throttle or when towing a trailer up long grades.

The quiet, easy-to-install pump simply mounts to an '08-to-'10 Super Duty's outside framerail and plugs right into the factory wiring harness. It took Mobile Diesel Service Technician Josh Hunt approximately 30 minutes to install one on a customer's 500hp '08 F-250.



10. We opted to mount the new pump using the supplied stainless steel frame bands instead of drilling holes and mounting it directly to the framerail.

11, 12, 13. Moving the emergency brake cable bracket downward (closer to the frame) places it clear of the BD lift pump bracket. Josh relocates the bracket by removing its 13mm bolt, drilling a new ⅜-inch hole for the bracket's locking tab, and then swinging the bracket and cable assembly downward and securing it.

14. The BD Flow-Max lift pump assembly mounts against the frame, with the "IN" on the fuel-filter head facing the rear of the truck. Make sure the emergency brake cable doesn't rub on the mounting bracket. Stainless steel bands secure the bracket to the framerail.

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16



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15. The kit comes with 8 feet of ½-inch fuel line. The supplied plastic quick-connect fitting is placed into one end of the hose and the steel quick-connect-to-hose adapter is fitted in the other. Hose clamps are used to secure each.

16, 17. Josh snaps the quick-connect fitting onto the steel line at the engine and connects the other end to the fitting on the line from the tank (where the HFCM was removed earlier).

18. A hose cutter is needed for splitting the fuel feed line so it can be fitted on the inlet and outlet of the new pump.

19. The new supply line is routed from the fuel tank over the framerail, then attached to the "IN" side of the fuel filter adapter. A supplied gear clamp secures the hose to the fitting.

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20. Fuel line coming from the engine also drapes over the framerail and is attached to the "OUT" port of the Flow-Max lift pump. (BD offers an optional water separator filter/head if one is needed.)

21, 22. Josh plugs BD's adapter harness into the factory lift pump's sub-harness, then connects the other end of the adapter to the plug for the Flow-Max.

23. A water-in-fuel sensor fits in the bottom of supplied Donaldson fuel filter. Josh fills the filter with clean diesel fuel to quick-prime the pump, spins the filter onto its adapter, and then plugs the remaining connector of the adapter harness into the WIF sensor.

24. After rechecking all fittings, brackets, straps, and connections, the upgraded truck is ready to rock. Enjoy the power!

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THE SHIELD

Protecting a Chevy DEF Tank with a Steel Skidplate

Words by **STEVE TEMPLE** + Photos by **STEVE TEMPLE**

SKIDPLATES protect a variety of components on a truck's underbody, including the radiator, steering system, oil pan, transfer case, exhaust pipes, and more. There's an important application for a diesel GM HD pickup in particular: shielding the diesel exhaust fluid (DEF) tank. On '11-and-later Chevrolet and GMC pickups, it's mounted fairly low on the passenger-side framerail, where it's vulnerable to damage.

If most of your job sites are on the street, this exposed mounting might not be a problem (unless you have to climb over a steep curb or a log). But on rough terrain, this lack of ground clearance can result in damage. For example, we spoke with a company that provides mechanical lube services to mining outfits in Northern Nevada, which reported more than a dozen tanks getting punctured or even scraped off while driving on rocky access roads.

If the DEF tank does get punctured, the engine computer can sense a lack of DEF and go into limp mode, essentially leaving you stranded in a remote area. Besides an expensive tow bill, replacing the tank is pricey as well, and patching it is not really an option. A new tank costs about $1,000, and installation time takes at least a couple of hours (or more, depending on any other related damage).



Here's the before-and-after treatment to provide protection for the factory DEF tank. If you look closely at the framerail, you can see where the underbody has been scraped a few times. We cleaned up the tank for this photo, but it was coated with road grime and scuffed, showing how vulnerable it is to debris. With the skidplate installed, it's now shielded from damage.

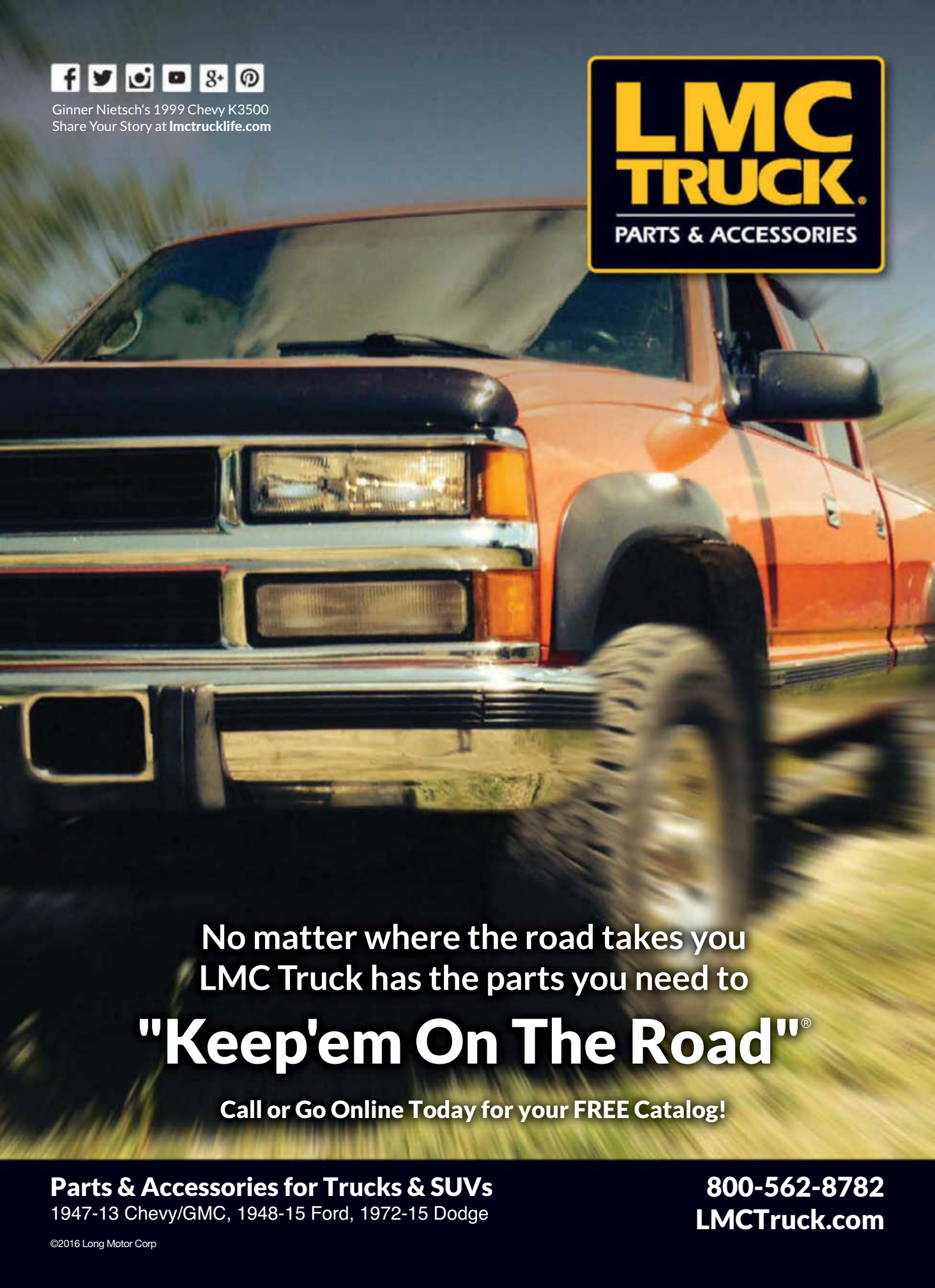


Although GM now includes a thin skidplate on later-model trucks, shielding the tank with heavy-gauge steel plate is cheap insurance, especially if you head off-road or visit gnarly work areas on a regular basis. While there are a few different designs available for the aftermarket, the '11-and-up DEF Tank Skidplate shown here is from T&A Performance ($599 in bare metal, plus shipping). Made

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from 3/16-inch hot-rolled steel, it's secured with five 3/4-inch Grade 8 bolts threaded into stainless steel sleeves that are welded to the underside of the passenger-side framerail.

This extra step of welded mounts located inboard is critical, because there's no solid attachment possible on the outboard side (since there's just thin sheetmetal there). With this setup, "It can handle a floor jack lifting up a pickup, even with two wheels raised off the ground," notes Tim Anderson of T&A Performance.

Although fairly straightforward in concept, fitting this skidplate in place requires some careful preparation and test-fitting before applying either paint or powdercoating to the bare metal. To drill holes for the threaded inserts, T&A Performance recommends using a Blair Holcutter kit (PN 14006), instead of a conventional hole saw. Note that the framerail rises upward at the forward end, so two of the collars for the threaded insert sleeves are angled and need to be extended slightly to stay on an even plane with the others.

Prior to welding in the inserts, grind off the undercoating on the frame, exposing bare metal. Also, Anderson recommends the batteries be disconnected to prevent the welding machine from accidentally frying the engine computer.

1. T&A Performance's skidplate comes in bare metal, welded out of 3/16-inch steel plate. Here it's shown with a matching silver finish from Fine Line Powder Coating. Included are Grade 8 bolts with threaded stainless-steel inserts.

2. Two of the bolts come with an angled collar to fit the forward portion of the framerail that rises up, so they stay even with the other bolts.

3. Mark the skidplate's bolt holes on the frame, and then drill a pilot hole with a small bit.

4. For easier drilling, Tim Anderson recommends a Blair Holcutter kit (PN 14006), rather than a conventional hole saw.

5. Use the hole cutter to make openings for the threaded inserts.

6. Be sure to grind off the undercoating on the framerails adjacent to the mounting holes. Check for any uneven areas on the framerail that might interfere with the flat mounting surface of the skidplate.

7. To provide a good ground for the welder, tack-weld a piece of bare-metal bar stock to the frame (temporarily). And don't forget to disconnect the battery to protect the engine computer from stray currents.

8. Make sure the bolts turn smoothly in the threaded inserts before installing them on the frame. It's easier to check that on the bench than when you're working underneath the chassis.



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Since the skidplate comes unpainted, do any slight modifications (such as enlarging the mounting holes) before applying paint (Dupli-Color Bed Armor coating is a scuff-resistant coating). For a spiffier style, Fine Line Powder Coating applied a silver finish that matches the color of the truck, giving it the look of a factory upgrade.

More importantly, the T&A Performance DEF tank skidplate not only covers up that funky-looking plastic tank, but it also provides a tough shield that'll keep you from getting stranded and hit with an expensive repair bill.





9. A bare-metal skidplate was used for test-fitting instead of the finished piece (which is why it's shipped in bare metal). Since T&A's tank skidplate is a heavy-duty piece, you might need an extra pair of hands to hold it in place until you have secured at least a couple of the mounting bolts.

10, 11. Check the clearance on the body tabs and bend or grind down as needed. There should be about half an inch of space between the body flange and skidplate.

12. Make sure the holes on the frame and the skidplate line up by test-fitting the bolts. Note the inspection openings (right) at the end of the tank skidplate that allow any debris or dirt to be hosed out as needed.

13, 14, 15. With the skidplate in place, tack-weld the inserts fitted into the holes. Then remove the skidplate and complete the welding of the inserts into the framerail.

16. Grind off any loose slag and make sure the surface of the insert is level. Always wear eye protection while grinding.


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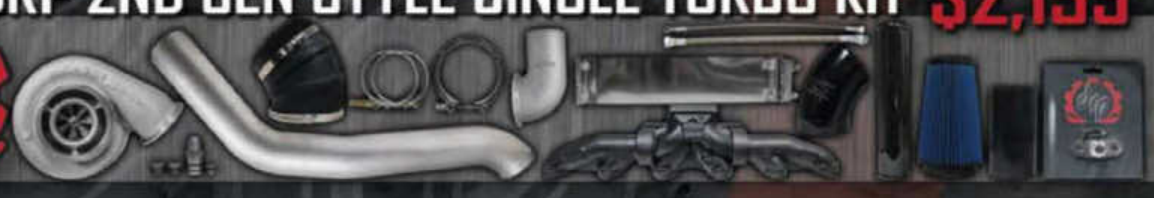
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17. Apply some anti-seize compound to the bolts to facilitate easier disassembly and reassembly in the future.

18. Reinstall the bare-metal skidplate for a final check on the bolts and inserts. If the bolts don't line up exactly, you can ream out the mounting hole on the skidplate slightly before painting or powdercoating. Washers are included to fill in any gaps.

19. We also checked the fit on the finished skidplate just to make sure everything lined up.

20. Once the fit has been confirmed, spray on an etching primer and coat of black paint over the bare metal of the framerail. Be sure to coat the outer face of the inserts as well.



21. With everything lined up and coated, bolt in the finished skidplate.









Here's how the finished skidplate should look after it's properly installed, with all five bolts secured tightly. You're now ready to head to an off-road job site, with no worries about damaging your DEF tank.

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LOT 62476
96645 shown

$12.12 ~~$17.99~~ comp at $24.97

47829336

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SUPER COUPON

RETRACTABLE AIR HOSE REEL WITH 3/8" x 50 FT. HOSE

SAVE $107

CENTRAL PNEUMATIC

LOT 93897 shown
69265/62344



$58.99 ~~$80.99~~ comp at $166

47826113

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SUPER COUPON

Customer Rating

CENTRALPNEUMATIC 20 OZ. GRAVITY FEED SPRAY GUN

LOT 47016 shown
67181/62300



SAVE 80%

$9.99 comp at $49.98

47795468

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SUPER COUPON

20% OFF

ANY SINGLE ITEM

Limit 1 coupon per customer per day. Save 20% on any 1 item purchased. *Cannot be used with other discount, coupon or any of the following items or brands: Inside Track Club membership, extended service plan, gift card, open box item, 3 day parking lot sale item, compressors, floor jacks, saw mills, storage cabinets, chests or carts, trailers, trenchers, welders, Admiral, CoverPro, Daytona, Diablo, Franklin, Hercules, Holt, Jupiter, Predator, Stik-Tak, StormCat, Union, Vanguard, Viking. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 6/19/16.

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WOW SUPER COUPON

2.5 HP, 21 GALLON 125 PSI VERTICAL AIR COMPRESSOR

Customer Rating

CENTRALPNEUMATIC

LOT 69091
61454/61693
62803/67847 shown



SAVE $349

$149.99 comp at $499

47819487

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WOW SUPER COUPON

PREDATOR GENERATORS

SUPER QUIET

8750 PEAK/ 7000 RUNNING WATTS 13 HP (420 CC) GAS GENERATORS

SAVE $459

LOT 68530/63086
63085/69671 shown

LOT 68525/69677
63087/63088
CALIFORNIA ONLY

- 76 dB Noise Level

Customer Rating



$540 ~~$599.99~~ comp at $999

47793052

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WOW SUPER COUPON

Customer Rating

MECHANIC'S GLOVES

SAVE 66%



SIZE	LOT
MED	62434/62426
LG	62433/62428
X-LG	62432/62429

NEW

YOUR CHOICE $3.99 comp at $11.99

Item 62429 shown

HARDY

47801366

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SUPER COUPON

TORQUE WRENCHES

PITTSBURGH

Customer Rating



SAVE 60%

YOUR CHOICE $11.99 comp at $29.99

Item 239 shown

DRIVE	LOT
1/4"	2696/61277
3/8"	807/61276
1/2"	62431/239

- Accuracy within ±4%

47820740

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SUPER COUPON

72" x 80" MOVER'S BLANKET

SAVE 61%

HaulMaster

Customer Rating

LOT 66537 shown
69505/62418



$6.99 comp at $17.97

47823092

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SUPER COUPON

42" OFF-ROAD/ FARM JACK

PITTSBURGH

LOT 60668/6530 shown

Customer Rating

- 3-1/2 Ton capacity



SAVE 33%

$39.99 comp at $59.99

47801644

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SUPER COUPON

NEW

29 PIECE TITANIUM NITRIDE COATED HIGH SPEED STEEL DRILL BIT SET



LOT 5889
62281
61637 shown

SAVE 76%

$13.99 ~~$19.99~~ comp at $59.97

47826207

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SUPER COUPON

PITTSBURGH

LOW-PROFILE CREEPER

SAVE 75%

Tools sold separately.



LOT 69262
69094/61916
2745 shown

$19.99 comp at $79.99

- 300 lb. capacity

47821270

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SUPER COUPON

1/2" ELECTRIC IMPACT WRENCH

CHICAGO ELECTRIC POWER TOOLS

LOT 69606/61173
68099 shown

Customer Rating



SAVE $109

$39.99 comp at $149.88

47814520

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SUPER COUPON

56", 11 DRAWER INDUSTRIAL QUALITY ROLLER CABINET

BIG GENERAL

LOT 69395/67681 shown



- Weighs 441 lbs.
- 3458 lb. capacity

SAVE $1080

Customer Rating

$719.99 comp at $1799.99

47833299

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WOW SUPER COUPON

Customer Rating

RAPID PUMP® 3 TON LOW PROFILE HEAVY DUTY STEEL FLOOR JACK

PITTSBURGH



- Weighs 73 lbs.

LOT 68049/62326
62670/61253
61282 shown

SAVE $85

$84.99
~~$99.99~~
comp at $169.99



47885486

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SUPER COUPON

FREE WITH ANY PURCHASE

CENTECH

7 FUNCTION DIGITAL MULTIMETER

LOT 90899 shown
98025/69096



$15 VALUE

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47905641

SUPER COUPON

2 PIECE VEHICLE WHEEL DOLLIES

PITTSBURGH

SAVE $50

- 1500 lb. capacity



LOT 60343
67338 shown

$49.99
Customer Rating
comp at $99.99

47852962

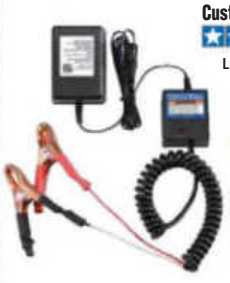
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SUPER COUPON

CENTECH

AUTOMATIC BATTERY FLOAT CHARGER

Customer Rating



LOT 42292 shown
69594/69955

SAVE 82%

$5.99
comp at $34.99

47863853

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WOW SUPER COUPON

US GENERAL

SAVE $180

30", 5 DRAWER TOOL CART

Customer Rating

- 704 lb. capacity

LOT 95272 shown
69397/61427



$169.99
~~$189.99~~
comp at $349.99

47889958

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WOW SUPER COUPON

BADLAND

Customer Rating



2500 LB. ELECTRIC WINCH WITH WIRELESS REMOTE CONTROL

LOT 61258 shown
61840/61297/68146

$59.99 comp at $259.99

SAVE $200

47857719

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SUPER COUPON

90 AMP FLUX WIRE WELDER

CENTRAL PNEUMATIC WELDING

- No Gas Required



LOT 61849/62719
68887 shown

SAVE $50

$99.99
comp at $149.99

WE CARRY A FULL LINE OF WELDING WIRE

47868011

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SUPER COUPON

2" x 20 FT. TOW STRAP

Haul Master

Customer Rating

- 2800 lb. Working Load

LOT 61943/60675
36612 shown



SAVE 50%

$9.99
comp at $20.07

47859915

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SUPER COUPON

SAVE $228

6.5 HP (212 CC) OHV HORIZONTAL SHAFT GAS ENGINES

PREDATOR ENGINES



LOT 60363/69730

LOT 68121/69727 shown
CALIFORNIA ONLY

$99.99 comp at $328

47866270

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SUPER COUPON

PITTSBURGH

2 TON FOLDABLE SHOP CRANE



SAVE $120

LOT 60388
69514 shown

$179.99 comp at $299.99

- Includes Ram, Hook and Chain

47869331

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SUPER COUPON

AIR ANGLE DIE GRINDER

LOT 62439/69945/32046 shown

Customer Rating



SAVE 85%

$9.99 comp at $69.98

CENTRAL PNEUMATIC

47871877

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SUPER COUPON

8 CHANNEL SURVEILLANCE DVR WITH 4 INFRARED CAMERAS

Guardian Hill Security

NEW



LOT 62463/61624
61229 shown

SAVE $140

$259.99
Over 2500 hours of recording time.
comp at $399.99

47872451

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SUPER COUPON

ADJUSTABLE STEEL WELDING TABLE



LOT 63069
61369 shown

SAVE $90

NEW

$59.99
comp at $149.99

47892309

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SUPER COUPON

SAVE 64%

MICROFIBER CLEANING CLOTHS PACK OF 4

HFT

Customer Rating



LOT 63030/68440
69678 shown

$1.99
comp at $5.55

47887319

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SUPER COUPON

10 FT. x 20 FT. PORTABLE CAR CANOPY

HFT



LOT 60728/69034 shown
63054/62857/62858

SAVE $79

$119.99
comp at $199

47861721

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SUPER COUPON

PITTSBURGH

3 TON HEAVY DUTY STEEL JACK STANDS



LOT 61196
69597/62392
38846 shown

SAVE 42%

$19.99
comp at $34.99

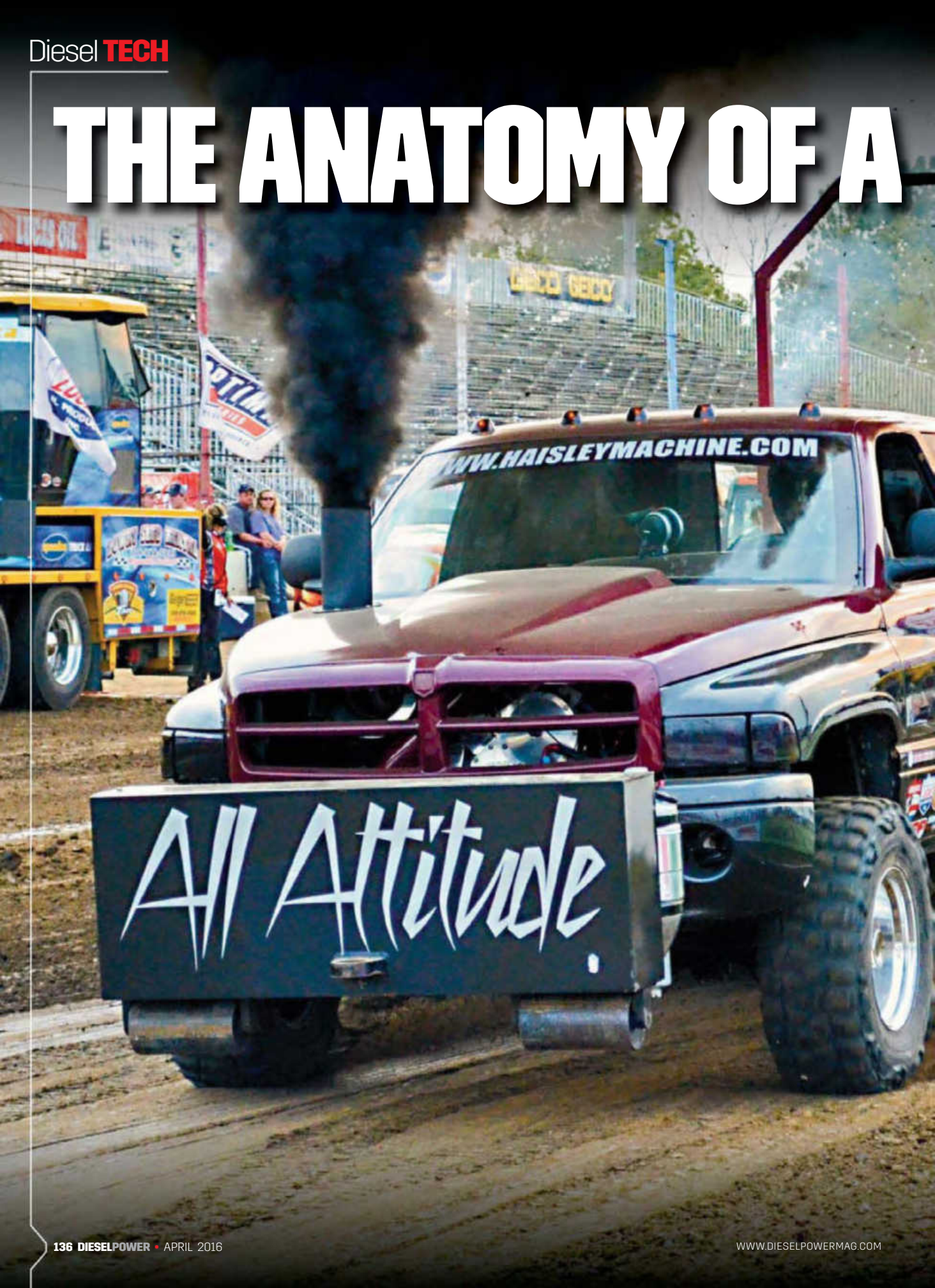
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THE ANATOMY OF A



Words by **JASON SANDS** + Photos by **JASON SANDS**

SLED PULLER

Inside Rob Wright's Ultra-Competitive 1,300hp '95 Dodge Ram 2500



ONCE A fledgling class full of hot street trucks, the 2.6 Class has turned into one of the most popular sled pulling categories in the nation. With vehicles only requiring a stock-style driveline, a 2.6-inch-inducer turbocharger, and not much else, a lot is left open to strategy. To get the lowdown on what makes one of these rigs tick, we sat down with Haisley Machine employee Rob Wright, who won the Saturday night pull at the 2015 Scheid Diesel Extravaganza. Rob also won in 2013 and 2014, which makes it three years in a row for him and his '95 Dodge Ram 2500.

Reaching New Performance Heights with a 6.4L Cummins

Perhaps the first question Rob (or anyone else in the 2.6 Class) gets asked is: "How much power does the engine make?" After all, it's limited to using a single 2.6-inch-inducer turbocharger (66 mm), which is usually good for about 900 to 1,000 hp. So when Rob told us the 6.4L Cummins in his truck puts out 1,300 hp at 4,500 rpm, the first thing we wondered is where that extra 300 hp comes from.

"In 2011, we were at about 1,000 hp on an engine dyno," Rob says. "Since then, we've seen improvements in head flow and intercooling, turbocharging, and injection systems, which have allowed us to extend power well past the levels we initially thought were possible." A lot of magic lies in the Jeb Modern Machines Holset HX60-based turbo, which has

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been fitted with a custom compressor wheel and housing. "A lot of people are surprised to learn that we only run about 45 to 50 psi of boost, but it's a very efficient setup," Rob adds.

In addition to the power gain, there has also been a huge improvement in the engine's reliability in the past few years. Rob runs a Haisley Machine "Super B" Cummins long-block, which is essentially a 6.7L block that's been sleeved and filled and has a steel plate incorporated across the top of the deck. This treatment is known as "deck plating," and it allows Rob to run tunes that are right on the ragged edge without worrying about cracking a block. "We used to go through a number of engines in a season. If you weren't pushing things to the limit, somebody else would be, so everyone just ran as hard as they could—which resulted in a lot of failures," Rob says. Now with the Super B, completing an entire season of sled pulling is no problem at all.

Putting the Power on the Pavement

If you think that putting 1,300 hp and 2,000 lb-ft of torque through a factory drivetrain is murder on parts, you're right. On Rob's truck, the brunt of the load is taken by a Dana 80 rear axle, which has been fitted with a spool, Branik Motorsports 37-spline axles, and a rear differential cover that incorporates carrier bearing supports. "Still, we broke eight rear ring and pinions in 2015, and three more up front," Rob points out. "We tried everything. We cryogenically treated them; we went the other way and heat-treated them. Nothing we used was able to



The mixture of mechanical and common-rail fueling parts requires some custom pieces. A big part of making everything work is the front cover, which adapts the P-Series injection system to the newer 6.7L block.



When you pop the hood on Rob Wright's '95 Dodge Ram 2500 sled puller, one of the first things you might notice is its lack of a cooling system. Since both the engine block and cylinder head are filled with Hard Blok, a radiator and water pump are not needed.



Class-specific engines for sled pullers are some of the most advanced diesels on the planet. With 1,300 hp out of a 6.4L Cummins engine and a single turbocharger, Rob Wright's powerplant makes 3.3 hp per cubic inch!

Behind the Wheel

"The engine has a lot of airflow, so I try not to rev it up past 4,500 rpm on the starting line," Rob says. "I use a hand throttle instead of a foot throttle for better throttle modulation and to avoid 'jumping up and down on the pedal' on a rough track. When it feels about right, I start letting out the clutch and rolling into the throttle at the same time to keep the engine in the 4,000- to 4,500-rpm range. Everything happens rather quickly, because by 40 feet, I'm usually at full throttle, and a few feet later, I'm off the clutch entirely. As I go down track, I'm looking at the tach, the hood stack for potential issues, and the flagger for the red "stop" flag. If the truck starts to drift out of line a bit, I'm careful not to overcorrect, as too much steering slows you down more often than it helps. When the truck's digging in at the end, horsepower and chassis setup are doing most of the work. I just keep the hammer down. Once I see the red flag, I chop the throttle, then look around to see how I've done. It's amazing how much work you put into driving a truck in just 300 feet."

THE ANATOMY OF A SLED PULLER

keep the rearends together for any significant amount of time."

Despite the rear-axle crisis, we're impressed by the number of parts that retain their factory lineage. The transmission, for instance, is a stock NV4500 five-speed manual that has only been upgraded with a billet input shaft and a Haisley Machine triple-disc clutch. The transfer case is factory, too, although it has been welded and locked into 4-Low, since that's the only range Rob uses. The driveshafts are nothing fancy, either, with the exception of their tough 1480-series U-joints.

Experience Is Key

"Gaining experience is critical for having success in sled pulling," Rob explains. "Not only does the number of years you've been pulling matter, the things you try during a season are also very important. I've traveled to different tracks, hooked up to many different sleds, and I'm constantly trying new things. I've probably tried five or six different hitch setups alone." Rob is also vigilant when it comes to "reviewing tape." His wife video-tapes nearly all his pulls, and after every event, Rob goes back and reviews each hook to see how it went, what he did, and what he could have done differently. "I try to watch as many pulls as possible before, during, and after an event to analyze the stuff you don't see when you're in the heat of the moment," he says.



A strong bottom end is vital for a pulling engine's longevity over the course of a full season. The 6.4L is founded on a sleeved and deckplated 6.7L block, with an internally balanced crankshaft, a set of "custom" rods, Ross Racing pistons, and a custom flat-tappet camshaft. An SFI-rated Fluidampr balancer keeps harmonics in check when the engine is turning 4,000 to 4,500 rpm.



The fuel system is one area that is extremely overbuilt, as a pressure drop to the high-dollar injection pump can spell disaster for the engine. The Waterman Racing Components pump is driven by the crankshaft, supplies up to 100 psi, and can flow a crazy 600 gallons per hour.



Although it's P-pump–based, the 13mm Northeast Diesel Service injection pump is highly modified. It allows full fueling up to 5,000 rpm and is set at 650 cc per 1,000 strokes of fuel, although it's capable of flowing much more.



Rob is pretty tight-lipped about the specs of the wild MJ Tool and Fab top-feed injectors, but he hints that they flow somewhere in the range of 800 percent more than stock.



A long time on an engine dyno was spent getting the turbocharger just right. The Holset HX60-based turbo features a custom compressor wheel that's clipped down to 2.6-inch (66mm) specs, along with a unique race cover. Rob estimates the custom unit is worth about 200 to 300 more horsepower than an out-of-the-box turbo!

Maintaining a Puller

"If nothing breaks, there are still quite a few maintenance items we need to address," Rob says. "The oil is changed every six to eight passes, and the cylinder head studs are re-torqued. We also check the valve lash. The tires last two to three seasons, but I usually adjust the clutch every three to four weeks, as I like a certain feel. The engine used to be an issue, but it's now very reliable, just as the driveline will be once we go to an open driveline."

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THE ANATOMY OF A SLED PULLER

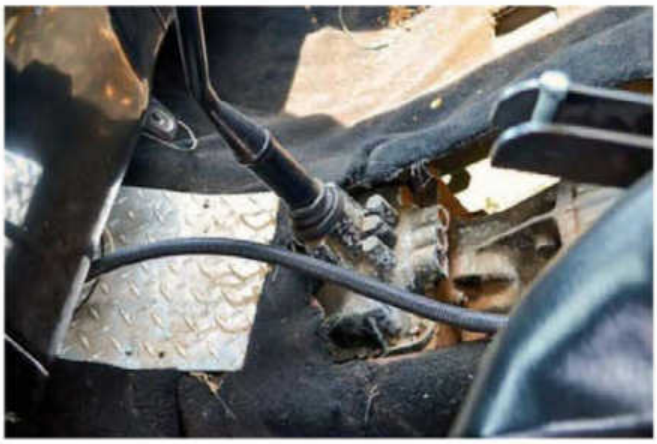
Taking Luck Out of the Equation

"After all the effort we put into doing this, anybody can have a bad run or an unbelievable night based mostly on luck," Rob laughs. "I've seen track conditions go from good to bad, then back to good, then bad again—all in one night. I won the Lucas Oil Pro Pulling League event at Rudy's Diesel Performance Fall Truck Jam in 2015, but most of that was due to the luck of the draw and the good fortune I had of pulling while the track was on a good streak. That's why most of us compete in a points series. After building a top-of-the-line truck and learning how to drive it, there's still both luck and strategy involved in winning. With enough pulls, a lot of the luck is taken out of it."

The Future of the 2.6 Class

"We just couldn't continue with the parts breakage the way it was," Rob says. "So, a lot of pullers got together and made a vote. In 2016, an 'open driveline (no front or rear axle requirements or restrictions)' will be allowed in most points series' 2.6 Class."

With the change to an open driveline, look for the 2.6 Class to be more competitive than ever, as breakage becomes less of a factor. In the next few years, we wouldn't be surprised to see power levels climb even further as well, to as high as 1,400 and 1,500 hp. One thing's for sure, though: As technology progresses, so will Rob and his '95 Dodge Ram 2500.



Perhaps one of the least trick parts on Rob's Dodge Ram is the NV4500 five-speed manual transmission, which is just as the factory built it—with the exception of an oversize Haisley Machine input shaft and triple-disc clutch. Rob launches in Fourth Gear and never shifts during an entire pull.



Rob modified the 241DHD transfer case to remain locked in 4-Low.



The more weight at the front of the truck, the better. So a huge, Chiseled Performance four-core air-to-water intercooler is mounted where the radiator used to sit. The 'cooler chills 500-plus-degree compressor air to slightly above ambient temperature.



Some parts on Rob's engine are quite exotic. The cylinder-head studs are 14mm instead of 12mm and are made from ARP's 625 Custom Age material. The 24-valve head is also ported and polished, and it's fitted with oversize valves, Smith Brothers pushrods, titanium valvesprings, and billet rocker bridges. Oddly enough, the rocker arms are stock, and Rob says he's never had a problem with them.



The dash in the '95 Dodge Ram 2500 isn't full of gauges or a sophisticated data logger. "We spend so much time on the dyno, we already know just about everything the engine does during a pull," Rob explains.

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THE ANATOMY OF A SLED PULLER



Rob isn't afraid to try new things to keep his truck at the top of the pack. The front suspension is a unique double-coilover setup, with a normal coilover shock inside of a factory-style coil spring. The theory behind this setup is that it's extremely variable in its damping rates, which helps the truck hook as it shifts its weight from front to back multiple times while headed down track.



"The person who gets to the 100-foot mark with the most speed usually has a good chance of winning," Rob says. To help the front end hook out of the hole, Rob runs aggressive 35x12.50R17 Nitto Mud Grapplers, which are mounted on 17x10 Real Racing Wheels.



A reinforced Dana 80 rearend with a Liberty's High Performance Products custom spool and 37-spline Branik Motorsports axles resides in the rear of the truck. The Dana 60 up front has a Yukon Gear and Axle Grizzly locker and 37-spline Branik Motorsports inner axles. The driveshaft loops are there in the event of driveline or rearend breakage occurring, which seems to be frequently.

Safety First!

"There's a lot of safety equipment for both myself and the truck," Rob says. "We have transmission blankets, clutch shields, fire jackets, shoes, helmets, and neck braces. In 2013, I had a camshaft break, and I got rear-ended by a 40,000-pound sled at about 30 mph. Neck braces were optional at the time, but one concussion later, and I definitely wear one now! Whether you think you need it or not, all the safety equipment is there for a reason and isn't something to skimp on."



Virtually all sled pullers in the 2.6 Class (and up) run dual rear wheels when the rules allow it. For traction, Rob relies on four 35x12.50R17 General Grabber All-Terrain tires on 17x10 Real Racing Wheels.



Hitches are usually one part of the equation that pullers are pretty quiet about, and Rob is no exception. Rob says Jason O'Brien at Performance Truck and Tractor has been a big help with chassis advice.

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WELCOME TO TOP TECH QUESTIONS. One of our favorite forms of reader communication is tech questions. Our Top Tech section is a place where you ask what's on your mind, and we answer. Send us an email at **dieselpowertech@enthusiastnetwork.com** and ask away!

CUMMINS 24-VALVE P-PUMP CONVERSION

QUESTION: I have a '99 Dodge Ram 3500 with a 5.9L, 24-valve engine. I'd like to convert the fuel system to a P-pump setup. I have a spare '94 12-valve powerplant, and I'm wondering whether I can combine the 12-valve block and fuel system with the 24-valve head, and if so, which parts can interchange and which can't? Any advice is appreciated; an article about a similar conversion would probably be of great interest to many readers.

Barry Katz
via email

ANSWER: *We asked the experts at Scheid Diesel Service Company about this swap, and here's what they say: The big question for 24-valve owners is, "Is it a '53' block?" (This number is located under the injection pump on the block.) If yes, you can swap the complete 12-valve into your '99 using a wiring harness from a '98 pickup and call it good.*

However, if the block is not a "53," we recommend doing the P-pump conversion. Use your 12-valve engine as a donor for the front gear housing, pump, bracketry, and linkages, and then buy Scheid's P-pump conversion fuel lines, a cam sensor adapter for the truck's specific model year, and a baffled oil-fill/vent (PN 2053944797).

We asked the guys at Xtreme Diesel Performance to shed some light on swapping a 24-valve head on a 12-valve short-block, as they've used a similar combination on the company's '10 monster truck. XDP says you'll need a 24-valve camshaft, pushrods, and such, along with 24-valve center-cup pistons. You'll also need to have your 12-valve injectors "adjusted" by a fuel shop or look into going with custom injectors, because the pressures between VP44 pumps and P-pumps are different.

DITCH 47RH FOR 47RE?

QUESTION: I just acquired a '95 Dodge Ram 2500 with a 12-valve engine and 47RH four-speed automatic transmission. The engine is good. The transmission isn't. I also have a rebuilt '01 47RE four-speed here in my shop. What does it take to swap the 47RE into this older truck? I want Overdrive and a lockup torque converter.

Warren Spears
via email



ANSWER: *Replacing the 47RH with the 47RE is a good choice. The 47RH was only around from 1994 to 1995 in Dodge Ram diesel pickups. The beleaguered four-speed automatic was replaced by the stouter, electronically controlled 47RE the following year.*

According to our friends at ATS Diesel Performance, there are several ways to get the '96-to-'02 47RE to work in those earlier-model Rams:

1. *Swap all electronics from a donor truck into the '95, including the ECM and PCM.*
2. *Convert the 47RE you have to a manual valvebody.*
3. *Use your 47RE with a standalone electronic valvebody, such as the ATS SelectShift Stand Alone Transmission Controller Package (PN 6019502104).*

The first option requires a lot of work and patience because of all the necessary wire-tracing, modifications to incorporate the hardware, and running new harnesses. ATS Technical Director Jeffrey Wolfe recommends installing a manual valvebody or using a standalone electronic unit, based on its ease of installation and operation. While option 2 requires installing a ratchet shifter and making all gear selections manually, going with the last choice allows the transmission to function automatically.

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6.7L A NON-STARTER

QUESTION: I have a '12 Dodge Ram with a 6.7L Cummins engine—all stock. I drove it to the store one day, but when it came time to head back it cranked but wouldn't start. I thought it was the fuel, so I got some fresh fuel for it, and still nothing. Finally, I scanned the ODB II system and three codes came up: P2509 (ECM/PCM power input signal intermittent), P0629 (fuel pump "a" control circuit high), and P014C (O_2 sensor slow response-rich to lean/bank 1 sensor 1). I checked to see if the lift pump is working,and confirmed that it is functioning properly. I'm not sure what else to check. Stumped.

Lucas
via email



ANSWER: *Mysteries like this one are certainly enough to drive a guy crazy. There could be multiple reasons for the non-start problem. First, check the battery's cables for good connections as well as grounds on the engine. Bad power or grounds will trip multiple codes. The next culprit could be a shorted Vistronic fan clutch that will drop the 5V reference signal voltage too low going to the ECM, causing a no-start. Mark Gotchall at Oregon Fuel Injection says this is a common problem. He recommends disconnecting the fan clutch wiring to see if the P2509 code goes away and if the engine starts. If it doesn't, technicians at Mobile Diesel Service of Oakland, Oregon, say the codes are also indicative of a fuel-pressure-regulator problem. However, the only way to really diagnose that issue is to monitor the high-pressure side of the fuel system with a gauge, while cranking the engine (without starting it). If the fuel pressure being delivered to the CP3 is between 10 and 15 psi, that eliminates the lift pump. Scan and clear the faults, attempt to start the truck, and monitor which, if any, faults come back.*

A MATTER OF TORQUE

QUESTION: My '14 Ram 2500's stock engine makes 370 hp and 800 lb-ft of torque. I just finished reading the January '16 issue, where I saw that the factory power rating for Ford's 6.7L Power Stroke engine is 440 hp and 880 lb-ft of torque, and GM's 6.6L Duramax LML is 397 hp and 765 lb-ft of torque. Ram's maximum stock output is 370 hp and 900 lb-ft for 2016. My question is: Why does Ram keep its horsepower number so much lower than Ford and GM? Does it have anything to do with fuel mileage? Or engine longevity?

Tom Cruikshank
via email



ANSWER: *Cummins engines are known for delivering peak torque at a lower rpm than the competitors, which is a trait that has been passed down from the company's big rig engines. In general, diesels spinning at lower rpm tend to last longer than those operating at higher speed. If torque and gearing is equal on two identically loaded trucks, the one with more horsepower will be able to achieve a higher speed. Remember: Horsepower=rpm x torque (lb-ft)/5,252. Then again, the Cummins 6.7L inline-six's higher torque at lower rpm than Ford and GM's V-8 diesels helps Ram achieve better towing numbers during some aspects of the stringent J2807 testing. As a source at Ram told us, "We apply SAE J2807 towing criteria to all three fullsize pickup segments. Higher torque and lower rpm with our 6.7L Cummins helps Ram achieve lower temperatures on thermal-related J2807 tests." By the way, Ram's '16 2500 Heavy Duty has the same power numbers as a '14 model. It's the '16 3500 Heavy Duty's engine that gained 100 lb-ft of torque.*

"If torque and gearing is equal on two identically loaded trucks, the one with more horsepower will be able to achieve a higher speed. Remember: Horsepower=rpm x torque (lb-ft)/5,252."

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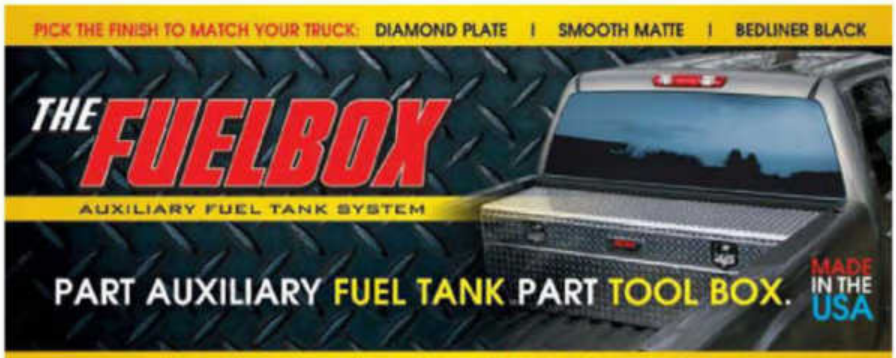


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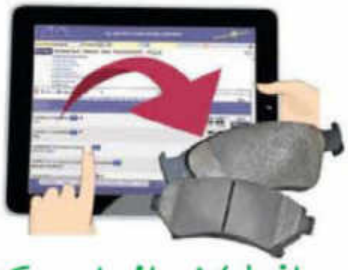
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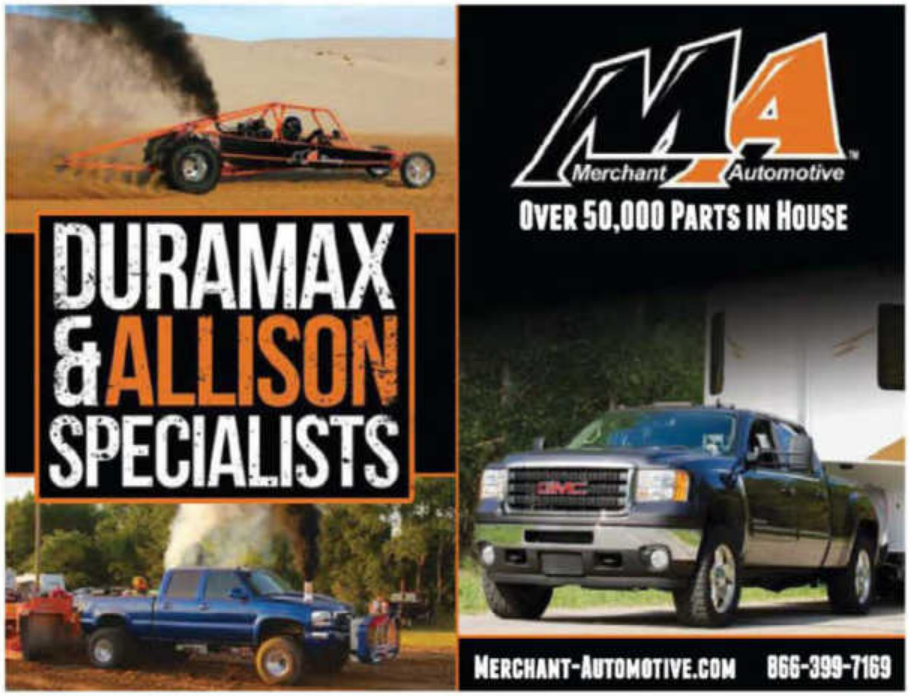
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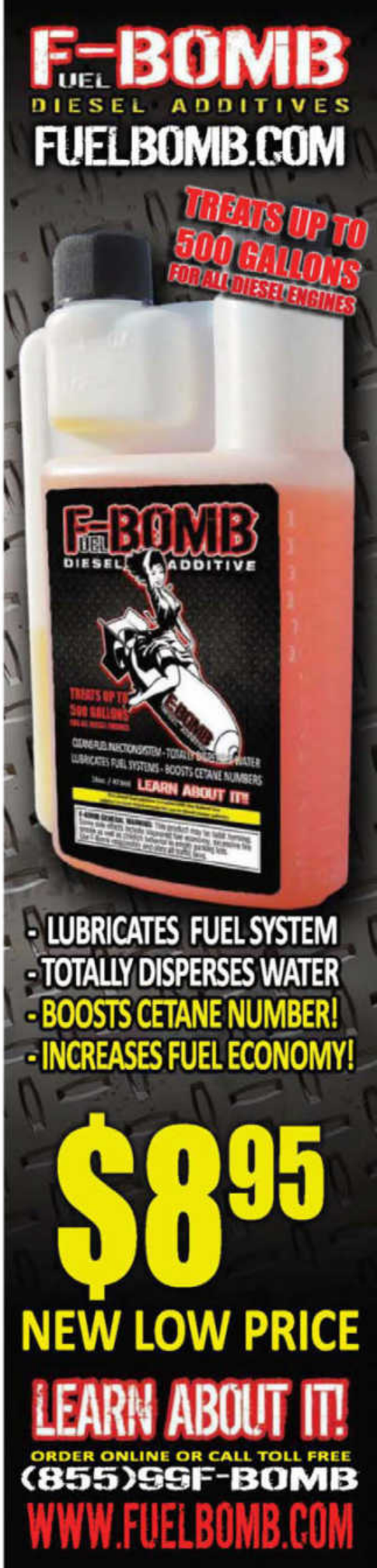


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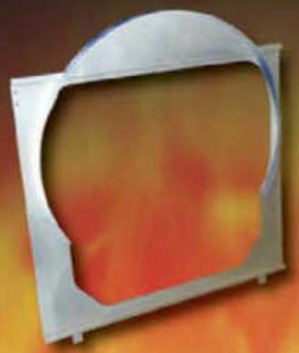
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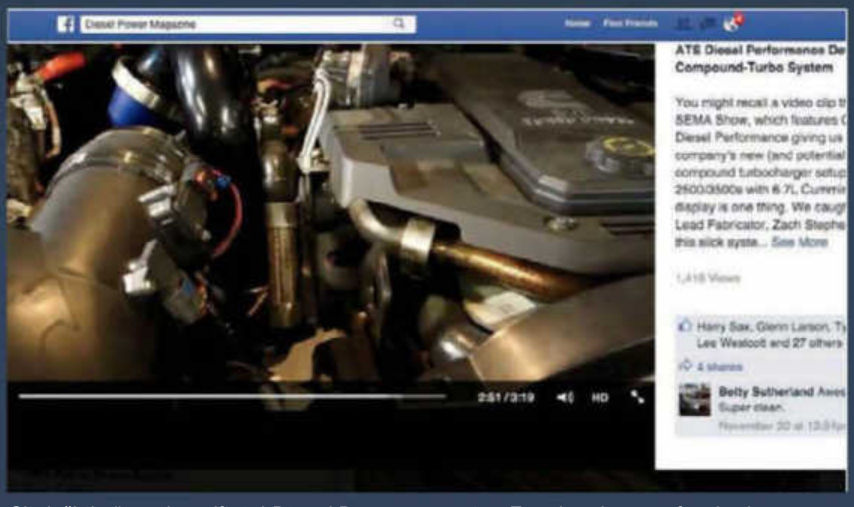
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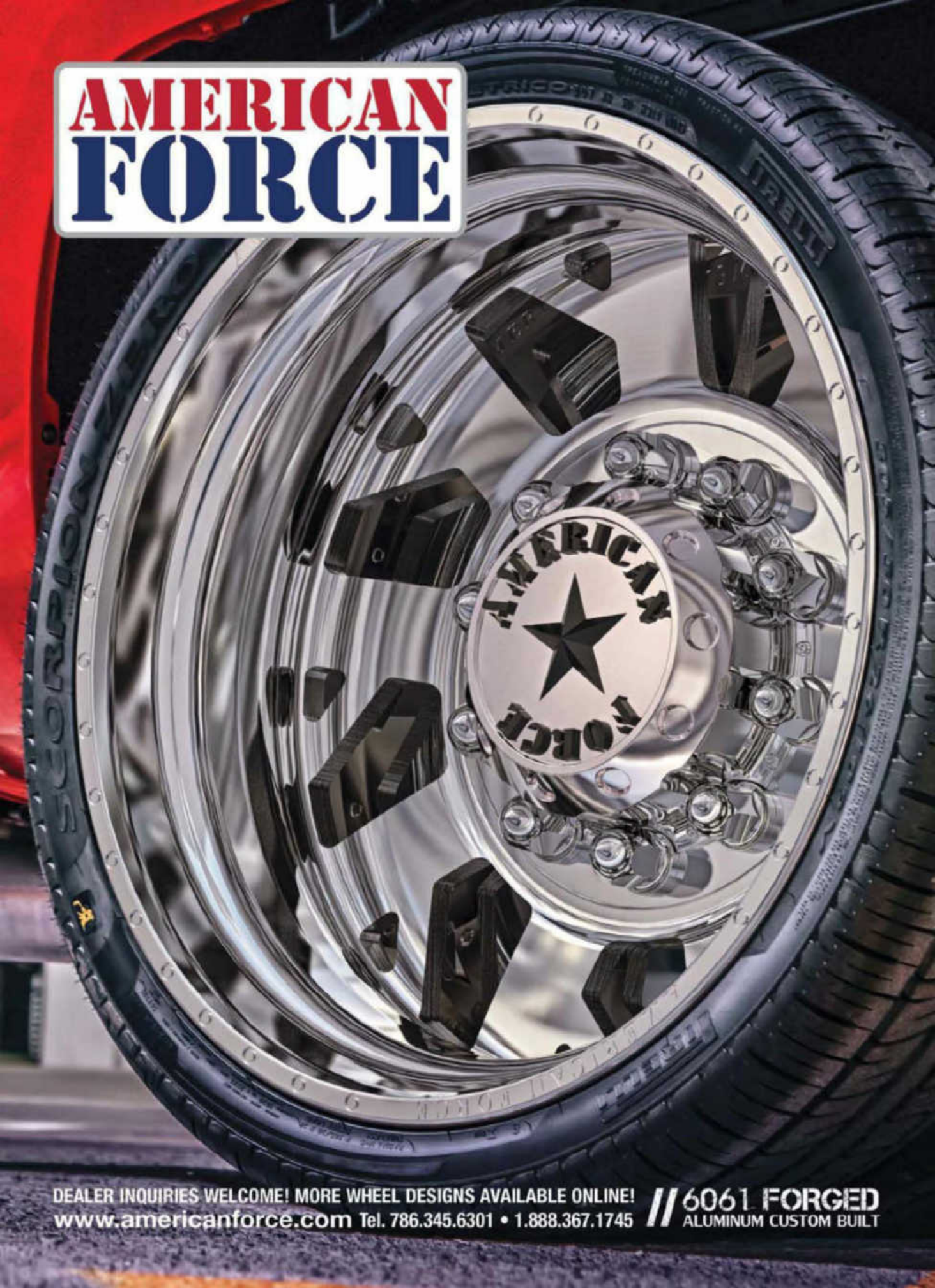
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